

HOUSEHOLD WORD
IN THE EAST.
'CLUB'
The Favourite Scotch Whisky.
\$15.00 per Dozen.
H. PRICE & CO.,
458 12, Queen's Road.

The China Mail.

ESTABLISHED 1843.

D. C. L.
BRANDS.
Old Tom Gin... \$ 9.00 per Doz.
Dry ... 9.00
Scotch Whisky... 10.50
SOLE AGENTS,
H. PRICE & CO.,
458 12, Queen's Road.

No. 12,417.

號九月正年三零百九一英

HONGKONG, FRIDAY, JANUARY 9, 1903.

日一十月二十年寅壬

PRICES, (\$3.00 Per Month,
15 Cents Per Copy.

AGENTS FOR THE CHINA MAIL.
LONDON:—F. ALGAR, 11 & 12, Clements Lane, Lombard Street, E.C. STREET & CO., 30, Cornhill, London & County, Ltd., 51, Cannon Street, E.C. SAMUEL DEACON & CO., 150 & 154, Leadenhall Street, W. M. WILLS, 151, Cannon Street, E.C. ROBERT WATSON, 150, Fleet Street, C. MITCHELL & CO., Snow Hill, Holborn, W.C. E.C. SELL'S ADVERTISING AGENCY LTD., 187, Fleet Street, E.C.
PARIS AND EUROPE:—MAYNARD, PAVIE & CO., 18 Rue de la Grange Batelière.
NEW YORK:—THE CHINESE FRANCHISE OFFICE, 33, West 22nd Street.
SAN FRANCISCO and American Ports generally:—BRAN & BLACK, San Francisco.
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PHILIPPINE ISLANDS:—A. S. WATSON & CO., Manila.
CHINA:—ANGON, N. MOORE & CO., LIMITED, Pouchong, BRACKETT & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WATSON, Ltd., Canton, Hongkong, and other ports.

Business Notices.

GAUGES:

STEAM DEWRANCE'S
BOURDON'S VACUUM by and
COMPOUND OTHER MAKERS.
DUPLEX TEST Ejectors.

W. S. BAILEY & CO.,
ENGINEERS & STOREKEEPERS,
60 & 62 DES VŒUX ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

S.S. HONAM, 2,361 tons, Captain T. A. Webster.
S.S. POWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.
S.S. FATSHAN, 2,360 tons, Captain J. J. Leslie.
S.S. HANKOW, 3,073 tons, Captain C. V. Lloyd.
Departures from Hongkong to Canton daily at about 8 a.m. (Sunday excepted), and at about 5.30 p.m. (Saturday excepted).
Departures from Canton to Hongkong daily at about 8 a.m. (Sunday excepted), and at about 4.30 p.m. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

Hongkong-Macao Line.

S.S. HONGKONG, 1,198 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao daily at about 2 p.m. (Sunday excepted).
Do. from Macao to Hongkong daily at about 7.30 a.m. (Sunday excepted).
S.S. LUNGSHAN, 210 tons, Captain T. Lamb.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

Canton-Macao Line.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.
S.S. NANNING, 569 tons, Captain R. D. Thomas.
S.S. SAINAM, 588 tons, Captain A. W. Dixon.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have superior Cabin accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—
HONGKONG CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

CONNAUGHT HOUSE HOTEL, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES.—EXCELLENT CUISINE AND WINES.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.
For Terms, apply to
THE MANAGER.

LEE CHEE WING & CO., 28 & 29, LEE YUEN STREET (WEST), HONGKONG.

DEALERS IN
All sorts of COPPER, BRASS, STEEL,
IRON WARE, &c.
STEEL GIRDERS and TEES,
CORRUGATED IRON, PIPE IRON, &c.,
Suitable for
SHIPS, ENGINEERS AND HOUSE BUILDERS.
Hongkong, May 29, 1900. 1227

BOVRIL is a food-beverage,
agreeable to the taste, and of
remarkable strengthening and
sustaining properties. It is an
ideal nourishment in cases of
sickness and weakness, and
when from any cause ordinary
foods are not desirable

BOVRIL

To be obtained at all STORES, CHEMISTS,
HOTELS, &c., throughout Hongkong, China
and Japan. 96

LE MUNYON'S PHOTO.

SUPPLY STORE

No. 31 Des Vœux
Road.

The only and complete one in
the ORIENT.
Hammer Plates a specialty.
I handle everything, photo-
graphically speaking.
Yours very truly,
C. E. LE MUNYON.
Hongkong, January 9, 1903. 2637

MBE CHEUNG,
HIGH-CLASS PHOTOGRAPHER.
Developing and Printing for Amateur
Enlargement a SPECIAL FEATURE.
BRANCH
HONGKONG HOTEL CORRIDOR.
1687

KING EDWARD HOTEL

A HIGH-CLASS PRIVATE
HOTEL.
Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Rooms specially reserved for Cap. ails of the
MERCANTILE MARINE.
Hot and Cold Water throughout.
Electrically Lighted
Electric Passenger Elevator to each Floor.
Table d'Hôte at Separate Tables.
For terms, &c., apply to the
MANAGER.
Hongkong, October 23, 1902. 2172

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED, 4 PRAYA CENTRAL (NEAR THE ENGINEERS' INSTITUTE).

PACKING OF EVERY DESCRIPTION.
BOILER COMPOSITION,
ENGINE AND OTHER OILS.
ALWAYS KEPT IN STOCK.
ALL ARTICLES OF FIRST-CLASS QUALITY.

BRADLEY & Co., Managers.

RIPPINGILLES OIL COOKING STOVES.

Enamelled Ware. Tin Ware. Hard Ware.
TEA POTS, COFFEE POTS, FIRE GRATES,
SAUCEPANS, JELLY MOULDS, FENDERS,
FRY PANS, PUDDING MOULDS, FIRE BRASSES,
KETTLES, SAUCE PANS, FIRE IRONS,
PIE DISHES, SPIRIT STOVES, DEED BOXES,
PLATES, STRAINERS, DISPATCH BOXES,
CUPS & SAUCERS. HOT WATER CANS, MINCERS.

"ANGLO PARIS" LAWN MOWERS.

LANE, CRAWFORD & CO.

HONGKONG HOTEL.

A FIRST-CLASS HOTEL, PROVIDED WITH EVERY COMFORT.
NEWLY-FURNISHED ROOMS.
TWO ELEVATORS.
NEW REFRIGERATING PLANT.
BEST QUALITY LIQUORS & PROVISIONS.

'How use doth breed a habit.'

A good habit is

CABOLACENE

In the bath, in the house, anywhere, every-
where

The Greatest of all disinfectants.

WATKINS, LIMITED,
APOTHECARIES HALL,
66 QUEEN'S ROAD CENTRAL,
HONGKONG.

NOTICE.

\$150 to \$300 a Month can be
EASILY EARNED in spare time
by Smart Men of Good Address.
Apply by letter to
BOX 251, G. P. O.
Hongkong, January 7, 1903. 41

H. F. CARMICHAEL

CONSULTING ENGINEER,
SURVEYOR AND CONTRACTOR,
QUEEN'S BUILDINGS.
TELEGRAMS: 'CARMICHAEL,' HONGKONG.
A B C Code, 4th Edition.
A 1 Code.
Lieber's Standard Code.
TELEPHONE, 232.
Hongkong, July 2, 1901. 1379

PARIS MODES.

MADAME FLINT,

1 GRANVILLE AVENUE,
KOWLOON.
Is now receiving regular consignments of

HATS, BONNETS,

BALL DRESSES

and TRIMMINGS,
Direct from the best houses of
PARIS and LYONS.

UNTRIMMED HATS made up to
Suit Customers.
Choice Assortment of

French.

Sweetmeats.

Just Received.
Hongkong, December 18, 1902. 2604

THE MUTUAL STORES,

8 and 10, D'Aguilar Street.
GENERAL PROVISION DEALERS,
WINE & SPIRIT MERCHANTS, &c.
PRICES VERY REASONABLE.
GOODS GUARANTEED TO BE FRESH
AND OF THE BEST QUALITY.
Hongkong, January 17, 1902. 118

BOARD AND RESIDENCE

"KILLADOON"

ON the North Spur of MORRISON
HILL, 151A WANCHAI ROAD,
Light, Airy and well-furnished Double and
Single Rooms, with full view of the
Harbour.
For Terms,
Apply on the Premises to
Mrs G. S. WEBB.
Hongkong, December 13, 1902. 2024

NOTICE.

I BEG to notify the Public that I have
from the 1st instant taken over the
whole concern of 'AU TAO MAPOO'S
STABLE.'
The business is now carried on under
the style or name of 'THE CHUNG
WAH STABLE.'
THE CHUNG WAH STABLE,
IU YUK KWAN,
Sole Proprietor.
Hongkong, December 29, 1902. 2672

CHAS. J. GAUPP & Co.,

Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silver Smiths,
NAUTICAL, SCIENTIFIC AND
METEOROLOGICAL
INSTRUMENTS.
VOLUNTEER'S CELEBRATED
BINOCULARS AND TELESCOPES.
RICHIE'S LOGIC AND OTHER COMPASS
ADMIRALTY & EMERALD CHARTS.
NAUTICAL BOOKS.
English Silver & Electro-Plated Ware.
Christofle & Co.'s Electro-Plated Ware.
GOLD & SILVER JEWELLERY
in great variety.
DIAMOND AND
DIAMOND JEWELLERY.
Splendid Collection of the Latest LONDON
PATTERNS very moderate prices. 479

Business Notices.

GREEN ISLAND CEMENT CO., LTD. Portland Cement.

In casks of 375 lbs. net, \$6.00 per cask, ex Factory.
In bags of 250 lbs. net, \$3.75 per bag, ex Factory.

Factories—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glasses,
Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co.,
GENERAL MANAGERS.

The Peak Hotel

Admirably Situated—Sheltered from the North-East Monsoon and Open to the
South-West Monsoon.

A COVERED GANGWAY LEADS FROM THE TRAMWAY TERMINUS
Telephone No. 23.
Telegraphic Address:—'PEACEFUL.' Town Office, 7, DUNDAS STREET.

COTTAM & CO. OUTFITTERS.

HAVE NOW A FULL STOCK OF HOSIERY,
AND THEIR USUAL FINE SELECTION OF
NOVELTIES FOR AUTUMN WEAR;
Also
FOOTBALL, CRICKET AND TENNIS GEAR.
WALKING AND EVENING GLOVES.
Hongkong, September 29, 1902. 226

Cutler, Palmer & Co., LONDON.

(Wine Shippers to China since 1816).
Have always Stocks of their well-known Brands with
Hongkong, 15th July, 1901. SIEMSEN & CO. 1463

VICTORIA DISPENSARY.

DAKIN'S ANISEED AND LICORICE COUGH BALSAM.
For the Relief of all CATARRHAL COMPLAINTS, such as COUGHS, COLDS,
HOARSENESS, and SORENESS OF THE CHEST.
Price 50 Cents and \$1.

'MARTIN'S INFLUENZA MIXTURE'
THE REMEDY FOR INFLUENZA, COLD IN THE HEAD,
HAY FEVER, AND CATARRH.

CHAMPAGNES

CHARLES HEIDSIECK

PURVEYOR TO HIS MAJESTY KING EDWARD

SIEMSEN & CO.,
SOLE AGENTS FOR CHINA AND JAPAN.

FAIRALL & CO.,

NEW MILLINERY. SILKS. CHIFFONS.
CAPES and COATS. FUR and FEATHER BOAS. LOUISIENNE.
FREEZE and HOPSACK. CREPE DE CHINE.
TWEEDS and MELTON. BRUSSELS NETS.
LACE COLLARS, RUFFLES and FICHUS.
SHOES and GLOVES FOR DAY and EVENING WEAR.
22 QUEEN'S ROAD CENTRAL.
Hongkong, December 6, 1902. 2085

W. BREWER & CO.

NEW BOOKS AND NEW EDITIONS.
Delhi Past and Present, by Farnshaw ... \$1.50
Travels in North and Central China, by Grant Ditch ... 1.25
On the Value in the Seventies, by Sir Charles Warren ... 2.50
The China Customs Tide Table, 1903 ... 2.50
Nautical Almanac ... 2.50
Brown's Nautical Almanac ... 90
The Admiralty and I, by Inman ... 2.10
An Antarctic Queen, by Captain Clark ... 4.00
Badminton Library 'Billiards' ... 5.00
Every Boy's Book of Sport and Pastime ... 5.00
Herrick's Herpetiles and Noble Numbers, 2 Vols. ... 5.00
Through Hidden Shansi, by Nicholls ... 11.50

Owing to repairs to our

present premises, we have

this day REMOVED to 16,

Queen's Road; entrance

bottom of Zetland Street

Caldbeck, Macgregor & Co.

WINE AND SPIRIT MERCHANTS

Hongkong, December 15, 1902

Wanted.

SITUATION WANTED.

SALESMAN, thoroughly conversant with
English and German, is open for
Engagement.
Apply 'O. W.'
Care of 'CHINA MAIL' Office.
Hongkong, January 3, 1903. 24

SITUATION WANTED.

EXPERIENCED AND ENERGETIC
YOUNG MAN desires a position in a
prominent house as Assistant at Book-
keeping and accounts or in Office work;
understands Banking, Book-keeping, Ship-
ping and Type-writing. Has some knowl-
edge of Insurance Work. Shanghai,
Singapore or Japan no objection. Good
references.
Apply to
'R. C.'
Care of 'CHINA MAIL' Office.
Hongkong, January 7, 1903. 2639

WANTED.

YOUNG ASSISTANT wanted for our
Shanghai House. Salary \$100 to
\$150 per month to commence.
Apply to—
ROBINSON PINO CO., LTD.
Hongkong, December 29th, 1902. 2508

NOTICE.

WE have This Day authorized Mr. W. E.
PUCHER to See for Firm by
PROCURATOR.
SANDER, WITHER & CO.
Hongkong, January 1, 1903. 5

NOTICE.

MR. ERNST OTTO STUCKMEYER
has this day been admitted a
Partner in our Firm at Hongkong and in
China.
SIEMSEN & CO.
Hongkong, January 1, 1903. 8

WILLIAM MACLEOD, D.D.S., DENTIST.

11 and 12 DEACONSBYD ARCADE.
Hongkong, October 17, 1902. 2137

BOARD AND RESIDENCE.

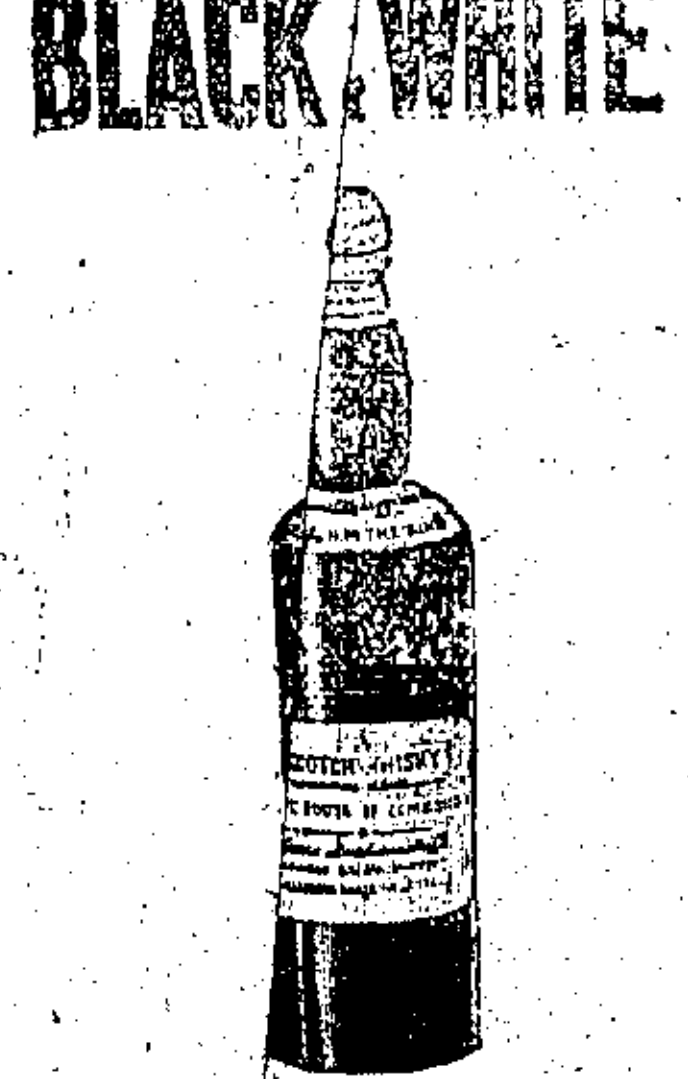
TANG YUN.

MACD ONNELL ROAD from 15th Janu-
ary. Large, airy, & well-furnished
Rooms. Uninterrupted View of Har-
bour.
Apply on Premises of FAIRALL & CO.,
Queen's Road.
Hongkong, January 1902. 95

THE POULAR SCOTCH

"BLACK WHITE"

JAMES JUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
Appointments to
H.M. THE KING
and
H.R.H. PRINCE OF WALES
Sole Agents,
LANE, CRAWFORD & Co. Hongkong.



Intimations.

G. FALCONER & Co.,

WATCH-MAKERS AND JEWELLERS.

NEW SELECTIONS OF

DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES,
LARGE ASSORTMENT OF SPECTACLES.

PINCENES AND EYE PRESERVES.

G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.

44, QUEEN'S ROAD.

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.ALL KINDS OF WORK DONE FOR AMATEURS.
8a QUEEN'S ROAD CENTRAL.

JAPAN



COALS.

MITSUI BUSSAN KAISHA
(MITSUI & CO.)

HEAD OFFICE: 43, SARATOGA-CHO, TOKYO.

LONDON BRANCH: 34, LIME STREET, E.C.

HONGKONG BRANCH: PRINCE'S BUILDINGS, 101, HATFIELD STREET, FIRST FLOOR.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimoda, Moji, Waka-
matsu, Karatsu, Nagasaki, Kuchinotsu, Suway, Maidzuru, Mike Hakodate
Taipei, etc.

Telegraphic Address: 'MITSUI' (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the
State Railways; Principal Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.SOLE PROPRIETORS of the Famous Mitsui, Taniguchi, Yamano, and Ida Coal Mines.
SOLE AGENTS for Hokkaido, Honshu, Kure, Kishima, Mameda, Mannoura,
Onoura, Otsu, Sagami, Takahara, Yoshinomi, Yoshio, Yuzukitara, and other
Coals.

N. INUZUKA, Manager, Hong Kong.

Hongkong, November 22, 1902

A healthy child is
naturally full of life.
His mother will tell you
Rainier Beer
did her a lot of good
its pure ingredients
its perfect brewing
when used in moderation
all tend to build up the
system.
Better try it yourself
**SEATTLE BREWING
& MALTING CO.**
SEATTLE, WASH.
PHONE RAINIER 30

Per Case (6 dozen Pints,.....) \$1.00
(Special terms to large buyers) (or 4 dozen Quarts,.....)

A. S. WATSON & Co., Ltd.,

Sole Agents for HONGKONG, CHINA AND MANILA.

'DARTING'
LANOLINE

Natural Toilet Preparations.

'DARTING' TOILET 'LANOLINE' in small
and large collapsible tubes. Makes rough skins
smooth and protects delicate complexions from
the effects of wind and sun.
'DARTING' 'LANOLINE' TOILET SOAP is
unexcelled for cleansing and keeping the skin
supple. It never irritates.

Wholesale: 67, Holborn Viaduct, E.C.

van
Houten's
Cocoa
Exquisite Flavor
Easily Digested
Cocoa
BEST & GOES FARTHEST.

Intimations.

THE CHINA-BORNEO COMPANY,
LIMITED.NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY GENERAL
MEETING of the CHINA-BORNEO
COMPANY, LIMITED, will be held at the
REGISTERED OFFICES of the Company,
4, Queen's Buildings, Victoria, in the
Colony of Hongkong, on WEDNESDAY,
the 14th day of JANUARY, 1903, at 12
NOON, for the purpose of confirming the
following Resolution passed at the Extra-
ordinary General Meeting of the Company
held this day (29th December, 1902).

RESOLUTION.

That for the purpose of carrying into
effect the Special Resolution duly passed
and confirmed at Extraordinary General
Meetings of the Company held on the
11th and 27th days of October, 1902,
the Company be wound up voluntarily
under the Provisions of the Companies
Ordinance 1865 to 1889, and that
the Honorable CHARLES STEWART
SHARP, ALEXANDER GEORGE
WOOD, and JOHN THOMAS MARTIN
WHEELLEY be appointed Liquidators of
the said Company with liberty for each
of them solely to exercise all the powers of
the joint Liquidators, and that for the like
purpose the Liquidators be and they are
hereby authorized to consent to the pre-
paration of the Memorandum and Articles
of Association of and the registration of
a new Company to be incorporated under
the Companies Ordinance of Hongkong
under the name of The China-Borneo Com-
pany, Limited, or some similar title.Dated this 29th day of December, 1902.
By Order of the Consulting Committee,
WILLIAM D. JUPP,
Acting Manager.

NAVY LEAGUE

HONGKONG BRANCH.

THE ANNUAL GENERAL MEETING
of the Members and Associates of the
Hongkong Branch of the Navy League will
be held in the City Hall, on THURSDAY,
the 15th January, 1903, at 5.30 p.m.
H. E. POLLOCK, Esq., K.C., in the Chair.

G. C. ANDERSON,

Hon. Secretary.

Navy League, Hongkong Branch.
Hongkong, January 7, 1903.THE WEST POINT BUILDING
COMPANY, LIMITED.NOTICE is hereby given that the
FOURTH EXTRAORDINARY
MEETING of Shareholders in this Com-
pany will be held at the COMPANY'S
OFFICES, Victoria Buildings, on MONDAY,
the 16th January, 1903, at 11.30 o'clock
a.m., for the purpose of receiving the
Report of the Directors, together with
Statement of Accounts for the year ending
31st December, 1902.The Register of Shares of the Company
will be CLOSED from Saturday, the 17th
January, to Monday, the 20th January
(both days inclusive), during which period
no Transfer of Shares can be registered.By Order of the Board of Directors,
A. SUTCLIFF HOOPER,
Secretary to the
Hongkong Land Investment and Agency
Company, Limited.General Agents for the
West Point Building Co., Ltd.
Hongkong, January 7, 1903.THE HONGKONG LAND
INVESTMENT AND AGENCY CO.,
LIMITED.NOTICE is hereby given that the
FIFTEENTH ORDINARY MEET-
ING of Shareholders in this Company will
be held at the COMPANY'S OFFICES, Victoria
Buildings, on MONDAY, the 26th Janu-
ary, 1903, at 12 o'clock noon, for the
purpose of receiving the Report of the
Directors, together with Statement of
Accounts for the year ending 31st Decem-
ber, 1902.The Register of Shares of the Company
will be CLOSED from Saturday, the 17th
January, to Monday, the 20th January
(both days inclusive), during which period
no Transfer of Shares can be registered.By Order of the Board of Directors,
A. SUTCLIFF HOOPER,
Secretary.THE PUNJON MINING COMPANY,
LIMITED.NOTICE IS HEREBY GIVEN that a
Meeting of the Board of Directors
of the Company, held at the Company's
Office, No. 13, Desconfield Arcade, Victo-
ria, Hongkong, on Monday, the 8th day
of January, 1903, the following Resolution
was passed:—That in pursuance of the Special
Resolution passed on the 11th day
of November, 1902, and confirmed on
the 27th day of November, 1902,
a call of Fifty Cents per share be
made upon all holders of Ordinary
Shares in the above Company, and the
same is hereby made. Such Call
to be paid to the Hongkong and
Shanghai Banking Corporation, at
their Premises, Queen's Road Cen-
tral, Victoria, Hongkong, on or
before the 24th day of February,
1903.AND NOTICE IS ALSO GIVEN that
in accordance with Article 24 of the Com-
pany's Articles of Association, interest at
the rate of 10 per centum per annum will
be charged upon all Calls remaining unpaid
after the 24th day of February, 1903, up to
the actual dates of payment of the same.
Shareholders are requested to note that,
upon presentation at the Office of the
Company of the Bankers' Receipt for pay-
ment of the Call, and surrender of existing
Certificates of the Shares pertaining thereto,
new Share Certificates will be issued
bearing an endorsement of the payment of
the said Call.By Order of the Board of Directors,
W. KIRKFOOT HUGHES,
Secretary.

Hongkong, January 6, 1903.

SECOND EDITION

HISTORY OF THE CHURCHES OF
INDIA, BURMA, Siam, THE MALAY
PENINSULA, CAMBODIA, ANAM, THIBET,
COCHIN, AND JAPAN.Entrusted to the SOCIETY of the
'MISSIONS EXCHANGERS.'
(Translated by EDWARD HARPER PARKER
and Reprinted from 'THE CHINA REVIEW'.)

PRICE ONE DOLLAR.

IN SALE AT KELLY & WALSH, Ltd.

Intimations.

MOTHEEN MARK LODGE—No. 254.

A MEETING of EMERGENCY of
the MOTHEEN MARK LODGE will
be held at the FREEMASONS' Hall, on
WEDNESDAY, the 14th Instant, at 5.00
for 5.30 p.m. precisely. Visiting
Brethren are cordially invited to attend.
Hongkong, January 8, 1903.THE CHINA PROVIDENT LOAN AND
MORTGAGE COMPANY, LIMITED.THE SIXTH ORDINARY ANNUAL
MEETING of SHAREHOLDERS in the
Company will be held at the OFFICES
of the Company, 14, Des Voeux Road, Vic-
toria, on SATURDAY, the 17th JANU-
ARY, 1903, at 11 o'clock a.m., for the
purpose of receiving a Statement of Ac-
counts and the Report of the General
Managers for the year ending 31st Decem-
ber, 1902, declaring a Dividend and electing
a Consulting Committee and Auditors.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from THURSDAY,
15th, to SATURDAY, 17th JANUARY,
1903, both days inclusive.SHUWAN, TONG & CO.,
General Managers.

Hongkong, 8th January, 1903.

POHMOALL BROTHERS,
Of No. 57 and 59, Queen's Road Central.HAVE just received and unpacked the
following articles for Sale. Presents
Suitable to Ladies and Gentlemen.
Japanese and Chinese Silk, Indian Em-
bellished and Cashmere Shawls,
Indian Fancy Rugs and Carpets:Ivory, Sandalwood and Tortoiseshell
Wares, Curioes, and Fancy Goods.
An Inspection is earnestly solicited.
Hongkong, December 15, 1902.THE TANJONG PAGAR DOCK
COMPANY, LIMITED.

SINGAPORE.

TO CONTRACTORS.

THE Tanjong Pagar Dock Company,
Limited, Singapore, is prepared to
receive TENDERS for the CONSTRUCTION
or COMPLETION of a new GRAY-
ING DOCK at Keppel Harbour in
Singapore, of the following dimensions,
viz:—Length 400 feet.
Width at entrance, at sill level, 56 ft.
Depth on sill below H.W.O.S.T. 20 ft.
as shown in the drawings and described in
the specification.Specifications and plans of the proposed
Dock may be seen at the Offices of the
Company in Singapore.
The Company does not bind itself to
accept the lowest or any tender.Tenders shall be for a cash payable in
Singapore, to Monday, the 26th January
1903, at 11 o'clock a.m. Sealed tenders
addressed to the undersigned, will be received
up to the 28th day of February, 1903.By order of the Directors,
W. C. NIVEN,
Secretary.The Tanjong Pagar Dock Company, Limited.
Singapore, November 21, 1902.

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Intimations.

"ANGLO-AMERICAN"
行洋 STORES, 樂保Hongkong, No. 1 & 3, Wellington St.
Kowloon, No. 64, Elgin Road.

HIGH-CLASS PROVISION DEALERS.

SUPPLIES FRESH

MONTHLY.

SPECIAL CARE TAKEN TO GIVE SATISFACTION
BOTH TO RESIDENT AND COAST
PORT CUSTOMERS.

Price List will be forwarded on Application.

DOOLITTLE & POLLOCK,

Proprietors.

Auctions

PUBLIC AUCTION.

THE Undersigned has received instructions
from Messrs. KRUSE & Co., to
Sell by Public Auction,
on

SATURDAY,

the 10th January, 1903, AT NOON, at his
Sale Rooms, Duddell Street.

20 BICYCLES.

(Columbia and Hartford makes).

The above are in first-class condition
and are only being sold to close consign-
ments.

TERMS:—Cash on delivery.

GEO. P. LAMBERT,
Auctioneer.

Hongkong, January 7, 1903.

PUBLIC AUCTION.

THE Undersigned will Let by Public
Auction,
on

MONDAY,

the 12th January, 1903, at 3 p.m.,
on the spot.The Several Lots numbered 1 to 19 on
Plan to be seen at the Auctioneers' Office,
for erection of BOOTHS and MATCHES
on the Government Ground adjoining the
Racetrack, North of the Grand Stand
Enclosure.

TERMS:—Cash.

For Conditions of Sale, apply to
HUGHES & HOUGH,
Government Auctioneers.

Hongkong, January 3, 1903.

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CAPTAIN DASH, D.S.O.

He had gone a mucker at Oxford; that
was the foundation of his fortune. A few
hundred pounds of debt, and some troubles
about a woman whom he should have
married but didn't owing to the aristocratic
prejudices of his people, sent Reginald
Dash out to Australia as a "remitance
man." There he made himself a reputation
as a sponge and a boaster and the news
that war had been declared in South Africa
found him pot-valiant in a Melbourne
tavern.Mutual defiance and support drove him
and his boon companions to give their
names for enrolment in a Bushmen's Corps.
But first Reginald Dash telegraphed home
to his people to obtain their permission,
being anxious about the continuance of the
romance. The answer arrived in due
course.—"Perfectly immaterial."
It was on the day of Klipspringer Vlei
that Dash found his opportunity. The
Bushmen were in action, clinging by their
eyeballs to boulders and ant-hills. Some
cavalry, who had been ordered to come
in from their left, and a private fell
wounded from his horse."Now's your chance for a V.C., Reg!"
his left hand man shouted across the ten
paces interval.It was certainly dangerous; the pom-
pom shells were skimming just over the
heads of the Bushmen, and the Mauser
bullets splattered the ground in front and
in rear."Tn off," said Dash, and, laying down
his rifle rushed to the wounded man.The keen-sighted Boers saw his figure,
and that gave them the range, of which
they had up to then been uncertain. The
Bushmen had ten casualties in the next
five minutes. It was long-range fire, and
the bullets whistled over Dash's head.He raised the Lancer, despite the latter's
appeals to be left lying where he was, and
started back to the firing line. He heard
a thud just above his left shoulder as he
ran, and carefully laid a dead man behind
an unappropriated stone. But there
was a correspondent—American—with the
column, who found capital material for sen-
sational copy in the incident. His paper
appeared with a profusion of headlines:—
"Bushmen's Heroic Stand—Gallant Rescue
by a Colonial Trooper," and so on, and so
on.Private Dash having thus been written
up, was recommended—from Pall Mall—
for the V.C. Later it was discovered that
his father was a popular master of harriers,
and a gentleman of political influence in
South Hampshire. In the representation
of the local M.P., the Secretary of a
committee in Her Majesty's regular
forces was elected to Privy Dash—and
accepted. He was gazetted, by his parents'
choice and the influence of the M.P., to
the 25th Dragoon Guards (Mazarian
Horse)."What sort of a chap is he?" asked Cap-
tain Merrin, his squadron commander,
when he rejoined after a visit to Mui-
zenberg on sick leave."Talks through his neck," replied the
subaltern address. "Talks we're out
of date and get ourselves killed because
we're not intelligent enough to take cover.
You'll hear him give the C.O. a lecture
on the art of war by means. A sight of the
"old man's" face fill day good.""H'm, I fancy there's more sense for his
talents with the 1. M. T. than with the

neck behind his ant-hill; "why such a thing has not been ordered since Magera-fenstein."

"I'm not here to argue; those are your orders," said the A.D.C. curtly, sitting on his horse and a shower of bullets.

"I'll ask the men, sir," said Dash, nervously. Then he shouted to as many as could hear in his extended order, "Ladies, the Colonel orders us to take that kopje."

"What the 'all for'?" growled a sergeant; "ain't we givin' 'em socks from 'ere?"

"Not, just over 'ere? Not much! Just look at it!" said another.

"You see, sir, the men won't go," said Dash, "and I really think we are holding them very well from here."

The A.D.C.'s jaw tightened.

"Very well, sir," he said; "Perhaps you will kindly favour me with your name, I must report to the Colonel."

He swung his horse round and galloped away. As he went, his ears caught a sarcastic sentence about "Imperial bloody butchers."

The Colonel gnawed his moustache when he heard his A.D.C.'s report.

"Pretty soldiers!" he said. "Worst of it is, I can't count on them for fear of the blundering Orderly Officer."

The Rutlands to double back and take up a position to the right rear."

B Company withdrew. The fire from the danga redoubled; the gunners got a shattering, and the attack was brought to a standstill.

That was not all. From behind the kopje, before the Rutlands could reach their position, for they had to make a detour to the left, issued Brother Boer in a thick column of five hundred men.

The rear screen, which had not dismounted, bolted inconspicuously across the valley in the direction of Ficksburg.

Dash saw the galloping line of the enemy bearing down on his column. His horses were too far in the rear to give him a chance of mounting. He did all that could be done under the circumstances to retire and reform, facing the enemy, who were rapidly closing upon his right flank.

"Brother!" came on like a whirlwind, firing from his saddle.

A grim smile spread over the Colonel's face.

"Scupper!" he said, "the damned cur."

Then he turned to more pressing matters in front. The enemy had crawled out of the danga, and were working up to the guns which were already firing.

"Company to support B!" shouted the Colonel; "run like horses, my lads! They'll be in on us in a minute or two."

But the Sallies were fighting; they fought for ten whole minutes. Then they put up their hands. But with shouts of "One-and-two-three to the rescue!" the Rutlands were upon the "Bojors" as they dismounted to seize the discarded rifles.

Sweating, shouting, stabbing their canes, and Brother Boer, such of him as had not dismounted, thought it wise to clear. Thirty killed and sixty prisoners were the Rutlands' bag, and the Boers in the danga, making haste to their horses, scattered in all directions, hampered by slung and rifle fire from the victorious British.

Dash, with his arm in a sling—he had a bullet in the wrist—went to make his report.

"My men behaved most gallantly, sir," he began; "they didn't surrender until—"

Here the Colonel broke in.

"I know all about your men, thank you. You can take them to their nurse. Now, feedback!"

Which was hideously improper language to use to a free-born Colonel.

There was a correspondent, hungry for news, at Ficksburg, when the Second Sallies returned, and they told him all about the fight.

Consequently, Captain Dash got the D.S.A., and his people kept in their affection for their "dear son." The subaltern who led the Rutlands in their charge—he was barely twenty-one—got a bullet through his knee and was lame for life. G. F. in St. James's Budget.

JUDGE SLOWLY.

It is not an easy matter to judge correctly of the quality of things. Less than one in a thousand of us is capable of accurately estimating the worth of a picture, and not more than one in a hundred the quality of a horse. In general, judgments rapidly made are of small value. Did you ever notice, recently, inquired a visitor to an English University, of his companion, as they sat together on a veranda, "that queer-looking old fellow with the idiotic face turned-up coat collar and boots seven sizes too large, who passes here every morning at eleven?"

"Many a time," replied the other.

"He is Professor of Comparative Grammar to the University of —, and speaks fourteen modern languages, to say nothing of his mastery of Greek, Latin, and Hebrew." The incident will serve to show the facility of superficial judgment. Many judgments which pass unchallenged are none the less utterly wrong, more especially in matters which require a practical test. Who can say positively whether a certain medicine has the power to cure some particular malady or not without giving it a trial?

When the friend of Mr. Michael Fitzpatrick, of 66, Forbes Street, Westmoreland, Sydney, N.S.W., advised him to take Mother Seigel's Curative Syrup for the cure of indigestion, he lacked his advice with some excellent reasons—excellent because his judgment of that remedy was based upon actual experience of its merit.

Mr. Fitzpatrick's letter of endorsement on the 20th June, 1902: "For many years I suffered terribly from indigestion and biliousness, and spent pounds on doctors' medicines and so-called cures, but without avail. In these days I had no appetite, and the little food I ate turned sour on my stomach, causing severe attacks of heartburn. I was also troubled with pains in the chest, violent headaches, and habitual constipation. In fact, at one time or other I suffered from most of the symptoms which characterize a sluggish liver and impaired digestion. My worst affliction, however, was a total inability to obtain sufficient sleep. I would go to bed feeling worn-out and sleepy, but as soon as my head touched the pillow my brain would become curiously active, and I would think of every kind of subject, and roll and toss about between the sheets, listening to the Fish Market Clock as it chimed hour after hour, until all my nerves were in a quiver. Then I would rise and walk the floor backwards and forwards, the greater portion of the night. For years I had been in this wretched state when one day a friend fortunately called to see me. I was trying to get to sleep at the time, and was just in the act of drinking a cupful of steaming liquid. He asked me what I was taking it for. I described my troubles to him, and in reply to a further question informed him that I had not, so far, gained any relief from the hot-water treatment. He advised me to abandon it and try Mother Seigel's Curative Syrup instead. He gave me such excellent reasons for doing so that I accepted his advice—advice which, I am thankful to say, has had the very best results. After taking only one small bottle I felt very much better. As I continued to take the Syrup, so did I continue to improve in health, and in less than two months my cure was accomplished. That was three years ago, and I have remained in good health ever since, which proves conclusively that it is not mere passing relief that Mother Seigel's Curative Syrup affords to sufferers from indigestion, but permanent cure. Now I am careful never to be without a bottle of the Syrup on hand, as I take a dose occasionally to counteract the ill effects of my sedentary occupation—for I am a book-seller by trade—and for this purpose I find it acts like a charm."

"TURKISH TROPHIES."

OH, SLY CIGARETTE!

OH, FIE, CIGARETTE!

WHY DID YOU TEACH ME TO LOVE YOU SO, WHEN I HAVE TO PRETEND THAT I DON'T, YOU KNOW.

BRITISH AMERICAN TOBACCO COMPANY, LIMITED, HONGKONG.

TAKE HOLLOWAY'S PILLS

For Indigestion, Heartburn, Biliousness, Jaundice, and all Complaints of the Liver and Kidneys.

THEY ARE INVALUABLE FOR THE USE OF FEMALES.

Manufactured only at 78, New Oxford Street, London. Sold by all Chemists and Medicine Vendors.

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

The Physician's Cure for Gout, Rheumatic Gout and Gravel.

Safest and most Gentle Medicine for Infants, Children, Delicate Females, and the Sick.

DINNEFORD'S MAGNESIA

EDWARDS' HARLENE FOR THE HAIR

The Great Hair Producer & Restorer

The Very Finest Dressing. Specially Prepared and Delicately Perfumed. A NECESSARY AND A NECESSITY TO EVERY MODERN FEMALE.

Restores the Hair Promotes the Growth Arrests the Fall Strengthens the Roots Preserves the Hair Removes Dandruff Alleviates all Irritation

"HARLENE" Preserves, Strengthens and Invigorates Children's Hair.

Full description and directions for use in 20 languages supplied with every bottle. 4/-, 2/- and 1/- (6/-) 4/-, 2/- and 1/- (6/-) per bottle of Bragg's & Co., all over the world. EDWARDS' "HARLENE" Co., 55 & 56, HIGH HOLBORN, LONDON, W.C.

LEA & PERRINS' SAUCE.

Purchasers are requested to see that every bottle bears, upon its RED LABEL, the signature in WHITE of Lea & Perrins. None is the original and genuine Worcestershire without this. Persons infringing this label will be prosecuted.

LEA & PERRINS' SAUCE.

UNTOUCHED BY HAND. MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared, is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

Hotels.

Pelham House, FAMILY HOTEL, WYNDHAM STREET, M. MOORE, Proprietors.

THE QUEEN'S HOTEL, ELGIN ROAD, KOWLOON.

THREE minutes' walk from the Steamer Wharves, and seven minutes by Ferry-launch from the City of Victoria. A First-class Hotel, with thirty-five very airy Bedrooms. Everything of the Best. Dinner Parties by Special Arrangement. Billiards (Thurston Match Table). Most perfect culinary arrangements. Food, both in European and Eastern styles.

H. RUTTON, Proprietor.

Hongkong, March 3, 1902. 458

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, THE PEAK, near the TRAN TERMINUS, T. LEPPON 56.

For Terms, Apply to the MANAGER. 741

THE WAVERLEY HOTEL, ICE HOUSE STREET, HONGKONG.

A First-Class Private Family Hotel.

HANDSOMELY FURNISHED and Exceedingly Spacious Rooms.

Very MODERATE TERMS to FAMILIES by the DAY or MONTH.

Hongkong, December 18, 1900. 2639

KOWLOON HOTEL.

THIS HOTEL is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful Garden it is an ideal place of Residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers disembark Passengers, and from which there is a regular ferry service to Hongkong.

Bowling Alloys and Billiards. The Cuisine is Excellent.

J. W. OSBORNE, R. F. DALY, Proprietors.

Hongkong, December 6, 1900. 850

THOMAS' HOTEL.

NO. 2, QUEEN'S ROAD CENTRAL.

THIS Hotel, having changed hands, has been re-fitted after the style of a First-Class European Hotel, with rooms en suite and single, furnished with every regard to perfect comfort and convenience. The Hotel is in very close proximity to the principal Banks, Shipping, Insurance, and Mercantile Offices.

MODERATE TARIFF. Hongkong, December 20, 1902. 2622

MINERAL ASSAYS & ANALYSES.

THE YANGTSE VALLEY COMPANY, LTD., having its own well-equipped Laboratory, is prepared, in order to assist in the Mineral Development of China, to do Assay work of all descriptions, Quantitative Analyses, and to classify minerals for Mine owners and others.

Mines as well as Minerals of Economic value purchased and consultations arranged by appointment.

Terms moderate. Address:—THE LABORATORY, 49, Szechuen Road.

Cable Address, "YANGTSE," Shanghai. 1726

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 8.00 a.m., Every 10 minutes.

8.00 a.m. to 8.30 a.m., Every 15 minutes.

8.30 a.m. to 9.30 a.m., Every 10 minutes.

9.30 a.m. to 11.00 a.m., Every 15 minutes.

11.30 a.m. to 12.45 p.m., Every 15 minutes.

12.45 p.m. to 1.15 p.m., Every 10 minutes.

1.15 p.m. to 1.45 p.m., Every 15 minutes.

1.45 p.m. to 2.15 p.m., Every 10 minutes.

2.15 p.m. to 3.00 p.m., Every 15 minutes.

3.30 p.m. to 5.00 p.m., Every 15 minutes.

5.00 p.m. to 7.00 p.m., Every 10 minutes.

7.00 p.m. to 8.00 p.m., Every 15 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. to 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 8.30 a.m., Every 15 minutes.

8.30 a.m. to 9.30 a.m., Every 30 minutes.

9.30 a.m. to 10.30 a.m., Every 15 minutes.

10.30 a.m. to 11.00 a.m., Every 10 minutes.

12.00 Noon to 1.00 p.m., Every 10 minutes.

1.00 p.m. to 5.00 p.m., Every 15 minutes.

5.00 p.m. to 6.00 p.m., Every 10 minutes.

6.00 p.m. to 7.00 p.m., Every 15 minutes.

7.00 p.m. to 8.00 p.m., Every 10 minutes.

NIGHT CARS on Week Days.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, 38 and 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, December 17, '01. 1061

THE HONGKONG DOCKS.

A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.

Reprinted from the "CHINA MAIL."

Price Fifty Cents.

To be had at the "China Mail Office" 5 Wyndham Street.

His Britannic Majesty's Ships on the China Station.

| Name. | Class. | Tons. | Guns. | H.P. | Officer. | Last reported at. |
|------------|--------------------------------------|--------|-------|--------|-------------------------------|-------------------|
| Alacrity | despatch-vessel | 1700 | — | 3000 | Comdr. Seymour E. Erskine | Singapore |
| * Albion | battleship, 1st class | 12,200 | 16 | 13,500 | Captain T. H. M. Jerram | Hongkong |
| Amphitrite | cruiser, 1st class | 1000 | 6 | 1400 | Commander R. Nugent | Hongkong |
| Argonaut | cruiser, 1st class | 11,000 | 16 | 18,000 | Capt. Charles Windham, C.V.O. | Weihaiwei |
| Blenheim | cruiser, 1st class | 11,000 | 16 | 18,000 | Capt. George H. Cherry | Singapore |
| Bramble | gunboat, 1st class | 900 | 12 | 13,000 | Capt. P. G. Stupart | Hankow |
| Britomart | gunboat, 1st class | 710 | 6 | 1300 | Lieut.-Com. F. M. Leake | Hongkong |
| Cressy | cruiser, 1st class | 12,000 | 14 | 21,000 | Lieut.-Comdr. T. D. Pratt | Hongkong |
| Cherub | water tank and tug | 300 | — | 300 | Captain Henry M. Tudor | Hongkong |
| Edipho | cruiser, 2nd class | 600 | 11 | 9000 | Captain Robert H. S. Stokes | Hongkong |
| Esk | g.-lt. 3rd class coast defence sloop | 363 | 3 | 200 | | |
| Espegle | sloop | 1070 | 10 | 1400 | Comdr. Ernest Barton | Shanghai |
| Fame | torpedo boat destroyer | 300 | 6 | 5700 | Comdr. John J. Graham | Shanghai |
| Farol | cruiser, 3rd class | 150 | 12 | 3200 | In Reserve | Hongkong |
| Firebrand | gunboat, 2nd class | 455 | 4 | 360 | Capt. W. A. Carter | Singapore |
| Gloria | battleship, 1st class | 12,950 | 16 | 13,500 | Capt. F. H. Henderson, C.M.G. | Singapore |
| Gulath | battleship, 1st class | 12,950 | 16 | 13,500 | Lieut.-Com. G. O. Hardy | Weihaiwei |
| Handy | torpedo boat destroyer | 275 | 6 | 4000 | | Shanghai |
| Hart | torpedo boat destroyer | 275 | 6 | 4000 | | Hongkong |
| Humber | storeship | 1540 | — | 80 | | Hongkong |
| Janus | torpedo boat destroyer | 280 | 6 | 3900 | | Hongkong |
| Kinsha | river gunboat | 186 | 2 | 800 | Fleet Reserve | Canton |
| Moore | river gunboat | 186 | 2 | 800 | | Hongkong |
| Mutine | sloop | 12,950 | 16 | 13,500 | Lt.-Comdr. G. G. Webster | Hongkong |
| Ocean | battleship, 1st class | 12,950 | 16 | 13,500 | Comdr. C. W. M. Plenderleath | Shanghai |
| Otter | torpedo boat destroyer | 350 | 6 | 4300 | Lt.-Com. C. P. Manuel | Hongkong |
| Phoenix | sloop | 1015 | 6 | 1400 | Comdr. W. H. Nicholson | Shanghai |
| Pique | cruiser, 2nd class | 3000 | 8 | 7000 | Capt. Harry C. Reynolds | Hongkong |
| Rambling | Surveying-vessel | 835 | 6 | 450 | Comdr. Morris H. Smyth | Hongkong |
| Rinaldo | sloop | 980 | 10 | 1400 | Com. D. St. A. Wake | Canton |
| Robin | river gunboat | 85 | 2 | 240 | Lt.-Com. John P. Iwen | Shanghai |
| Rosario | sloop | 880 | 6 | 1400 | Lieut.-Com. Murray Lockhart | Hongkong |
| Sandpiper | river gunboat | 85 | 2 | 240 | Lt.-Comdr. Worsley | Hongkong |
| Sinpe | river gunboat | 85 | 2 | 240 | Fleet Reserve | Hongkong |
| Sinpe | river gunboat | 85 | 2 | 240 | Captain Lewis Bayly | Singapore |
| Talbot | torpedo boat destroyer | 5600 | 11 | 9600 | Comdr. Robinson | Hongkong |
| Tamar | cruiser, 2nd class | 4650 | 6 | 6500 | Lt.-Comdr. R. W. Dalgety | Shanghai |
| Teal | receiving ship | 180 | 2 | 800 | Lieut. Forbes | Woosung |
| Tweed | coast defence gunboat | 363 | 3 | 200 | Comdr. S. St. John Farquhar | Hongkong |
| Vestal | sloop | 880 | 10 | 1400 | Lt.-Com. G. Mackenzie, D.S.O. | Shanghai |
| Vesal | surveying ship | 835 | 6 | 450 | Lieut.-Com. Hugh Somerville | Hankow |
| Whiting | torpedo boat destroyer | 350 | 6 | 5000 | Lieut.-Com. Chilcott | Shanghai |
| Woodcock | river gunboat | 150 | 2 | 550 | | |
| Woodlark | river gunboat | 150 | 2 | 550 | | |

* Flag of Vice-Admiral Sir Cyprian A. G. Bridge, K.C.B., Commander-in-Chief.

** Flag of Rear-Admiral Harry T. Grenfell, C.M.G.

Foreign Men-of-war on the China and Japan Station.

| Name. | Flag and Description. | Tons. | Guns. | H.P. | Captain. | Last reported |
|-----------------|---------------------------|--------|-------|--------|-----------------------------|---------------|
| Karl VI | Austrian cruiser | 6250 | 20 | 12,800 | Captain Dredger | Nanking. |
| Alouette | French gunboat | 300 | — | — | Lieut. A. Belloy | Shanghai |
| Argus | French gunboat | 300 | — | — | Capt. Oudin | Canton |
| Aspic | French gunboat | 475 | 3 | 450 | Commander Journe | Saigon |
| Avalanche | French gunboat | 580 | — | — | Lieut. Fille | Canton River |
| Bengali | French cruiser | 4000 | 19 | 9000 | Capt. Lafosse | Haiphong |
| Bugeaud | French cruiser | 525 | — | — | Commander Leval | Haiphong |
| Cannet | French gunboat | 390 | — | — | Commander Leamy | Shanghai |
| Decastoux | French gunboat | 8114 | 14 | 13,500 | Captain Fournet | Tonkin |
| D'Entrecasteaux | French cruiser | 3730 | 10 | 9000 | Captain Serris | Woosung |
| Friant | French gunboat | 1250 | 6 | 2200 | Capt. Lo Gollieur | Tientsin |
| Keraint | French gunboat | 470 | — | — | Capt. Bécus | Saigon |
| Lion | French gunboat | 3998 | 14 | 8500 | Capt. Horst | Shanghai |
| Orly | French cruiser | 948 | 8 | 6071 | Captain Sebbs | Shanghai |
| Orly | French cruiser | 1800 | — | — | Capt. Vincent | Saigon |
| Orly | French gunboat | 629 | 2 | 900 | Captain Morner | Shanghai |
| Orly | French gunboat | — | — | — | — | Yungtsu |
| Orly | French cruiser | — | — | — | Captain Blondel | Along Hay |
| Orly | French gunboat | — | — | — | — | Canton |
| Orly | French gunboat | 400 | 4 | 441 | Comdr. Villeneuve | Saigon |
| Orly | German gunboat | 1630 | 8 | 2900 | Comdr. von Bassowitz | Kiautschou |
| Bismarck | German flagship | 11,000 | 36 | 14,000 | Captain Friedrich | Hongkong |
| Orly | German gunboat | 1600 | 8 | — | Comdr. Berger | Singapore |
| Orly | German cruiser | 6000 | 20 | 10,000 | Capt. Phaschen | Shanghai |
| Orly | German cruiser | 6000 | 20 | 10,000 | Capt. Derzowski | Shanghai |
| Orly | German gunboat | 1000 | 10 | 1300 | Lieut.-Commander Hallermann | Canton |
| Orly | German gunboat | 1000 | 10 | 1300 | — | Shanghai |
| Orly | German gunboat | 350 | 10 | — | Comdr. Wuthmann | Yungtsu |
| Orly | German gunboat | 1120 | 8 | 1500 | Commander Hillbrand | Singapore |
| Orly | German gunboat | 1600 | 8 | 2800 | Comdr. Hoffmann | Nanking |
| Orly | German gunboat | 900 | 10 | 1300 | Comdr. Schrader | Batouk |
| Orly | German gunboat | — | — | — | Comdr. von Weise | Shanghai |
| Orly | German gunboat | — | — | — | — | Shanghai |
| Orly | Italian cruiser | 2900 | 10 | 6845 | Captain John Boet | Shanghai |
| Orly | Italian cruiser | 4583 | 16 | 10,543 | Captain Botti | Shanghai |
| Orly | Italian cruiser | 4500 | 14 | 6820 | Captain Zezi | Shanghai |
| Orly | Portuguese gunboat | 720 | — | — | Captain d'Azevedo | Macao |
| Orly | Portuguese gunboat | 600 | — | — | Capt. F. J. Barboza Leal | Hongkong |
| Orly | Russian cruiser | 9000 | 18 | 8000 | Captain Steinmann | Singapore |
| Orly | Russian gunboat | 810 | 6 | 730 | Comdr. Guter | Vladivostok |
| Orly | Russian gunboat | 5 | 2000 | 5 | Comdr. Katcheniko | Port Arthur |
| Orly | Russian gunboat | 1050 | 8 | 1150 | Comdr. Zalevsky | Northwang |
| Orly | Russian gunboat | 500 | 9 | 3500 | Comdr. Youricoff | Port Arthur |
| Orly | Russian gunboat | 1430 | 6 | 2000 | Comdr. Zagarasky | Shanghai |
| Orly | Russian battleship | 12,354 | 44 | 14,000 | Captain Jesso | Nagasaki |
| Orly | Russian gunboat | 1000 | 6 | 1000 | Comdr. Shumoff | Shanghai |
| Orly | Russian gunboat | 1213 | 7 | 1500 | Comdr. Kowarsky | Nanking |
| Orly | Russian gunboat | 1234 | 7 | 1400 | Commander Muraviev | Shanghai |
| Orly | Russian gunboat | 1490 | 6 | 2000 | Comdr. Vasilieff | Port Arthur |
| Orly | Russian battleship | 12,874 | 15 | 14,500 | Captain Koroleff | Nagasaki |
| Orly | Russian battleship | 10,989 | 16 | 10,600 | Captain Jakovlev | Port Arthur |
| Orly | Russian battleship | 10,390 | 16 | 10,600 | Captain Kozlovsky | Port Arthur |
| Orly | Russian cruiser | 1334 | 10 | 2178 | Comdr. Kovarsky | Port Arthur |
| Orly | Russian protected cruiser | 12,200 | 32 | 17,000 | Captain Sepeleznitoff | Vladivostok |
| Orly | Russian protected cruiser | 10,923 | 26 | 13,250 | Capt. Matsuevich | Nagasaki |
| Orly | Russian battleship | 10,980 | 16 | 10,600 | Captain Serubennitoff | Nagasaki |
| Orly | Russian gunboat | 950 | 2 | 1125 | Lieut.-Comdr. Ivanoff | Port Arthur |
| Orly | Russian gunboat | 1050 | 8 | 1120 | Comdr. Ginter | Port Arthur |
| Orly | Russian cruiser | 6500 | 27 | 20,000 | Capt. Bahr | Port Arthur |
| Orly | Russian gunboat | 500 | 9 | 3300 | Comdr. Zagoriansky-Kissel | Port Arthur |
| Orly | Russian cruiser | 1230 | 6 | 1194 | Comdr. Abramoff | Port Arthur |
| Orly | U. S. gunboat | 1000 | 10 | 1277 | Commander Karl Rohrer | — |
| Orly | U. S. gunboat | 1150 | 8 | 1690 | Commander U. G. Borman | Manila |
| Orly | U. S. gunboat | — | — | — | Lieut.-Comdr. J. M. Holm | — |
| Orly | U. S. gunboat | 1800 | — | — | Lieut.-Comdr. W. F. Halse | Manila |
| Orly | U. S. gunboat | 1392 | 8 | 1888 | Comdr. R. R. Ingersoll | Manila |
| Orly | U. S. flagship | 11,500 | 41 | 10,000 | Captain C. H. Stockton | Manila |
| Orly | U. S. gunboat | 1800 | 2 | 750 | Comdr. T. H. Stevens | Manila |
| Orly | U. S. monitor | 3990 | 6 | 2000 | Captain Mahan | Shanghai |
| Orly | U. S. gunboat | 137 | 6 | 850 | Comdr. F. M. Wise | Taku |
| Orly | U. S. monitor | 4068 | 4 | 6244 | Comdr. Drake | Hongkong |
| Orly | U. S. cruiser | 4140 | — | — | Lieut.-Comdr. Sperry | Manila |
| Orly | U. S. flagship | — | 24 | 17,401 | Captain R. S. Mackenzie | Amoy |
| Orly | U. S. gunboat | 100 | 6 | 800 | Commander J. P. Selbridge | Nagasaki |
| Orly | U. S. gunboat | 1000 | — | — | Comdr. Leander | Manila |
| Orly | U. S. cruiser | 1000 | 10 | 1118 | Commander E. B. Barry | Manila |
| Orly | U. S. gunboat | 1387 | 3 | 1894 | Commander E. S. Frimc | Manila |
| Orly | U. S. gunboat | 1740 | 6 | 1801 | Commander Ward | Manila |

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LIMITED.

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CAPES.**

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| JAPANESE YEBISU LIGHT | 18.00 | 8 |
| " " BLACK | 17.00 | 8 |

H. PRICE & CO.,
458 12, Queen's Road.

MEMOS. FOR TO-MORROW.
Amusements.
9 p.m. Performance in the City Hall.

General Memoranda.

MONDAY, January 12:—
2 p.m.—Auction of Several Lots Nos. 1 to 19 for erection of Booths and Mat-sheds, at North of the Grand Stand Enclosure.
3 p.m.—Auction of Crown Lands at the Public Work Department.

TUESDAY, January 13:—
2 p.m.—Auction of Sandy Household Furniture, &c., at Messrs. Hughes & Hogg's Sales Rooms.

WEDNESDAY, January 14:—
Noon.—Meeting of Shareholders of The China Bank, Ltd., at the Company's Registered Office.
5.20 p.m.—Meeting of Ethen Mark Lodge.
Goods per *Glenlivet* not cleared on this date subject to rent.

THURSDAY, January 15:—
9 p.m. Performance in the City Hall.

MONDAY, January 19:—
Goods per *Santa Maria* not cleared on this date subject to rent.

WEDNESDAY, January 21:—
Noon.—Meeting of Shareholders of The National Bank of China, Ltd., at the Bank's Premises.



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LIMITED.

WINE & SPIRIT MERCHANTS.

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WHISKY.

WATSON'S

Celebrated

VERY OLD LIQUEUR

Scotch Whisky.

A blend of the finest WHISKIES distilled in SCOTLAND, of great age, very fine and mellow.

Pronounced by Connoisseurs and generally recognised to be the BEST BLEND in the FAR EAST.

Per Dozen \$10.50.

The following are also recommended and are unsurpassed in quality:—

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| A.—THORNES BLEND | \$12.00 |
| B.—GLENORCHY, MELLOW BLEND, a fine 'SODA' WHISKY of great age | 12.00 |
| C.—ABERLOUR-GLENLIVET | 13.50 |
| D.—E.K.D. BLEND of the Finest Old Malt SCOTCH WHISKIES | 16.00 |

A. S. WATSON & Co., Limited.
13th December, 1902.

The publication of this issue commenced at 5.30 p.m.

The China Mail.
HONGKONG, FRIDAY, JANUARY 9, 1903.

EDITORIAL COMMENT.

"Cables, Tables and Cables, Tables and Cables" is the title of a trenchant article by Mr. J. Hensler Heston in the current number of the *Magazine of Commerce*. He says that the people of the United Kingdom annually spend £300,000 in cabling to China, Hongkong and the Far East, and a total sum of £2,378,000 a year for cablegrams, while the whole annual sum spent on the Mail packet services to Australia, America, India and China is only half a million. The disproportion is out of all reasonable ratio to the services rendered. He traces some of the anomalies of cable rates, and argues strongly in favour of a union between the American and British Governments to buy out the monopolists, holding that it would be a profitable national investment even if it cost 45 millions, and that we might well pay peace where we now pay shillings.

THE LATE
Senor Sagasta, whose death is reported, resigned the office of Premier of Spain on the defeat of his party in the Chamber of Deputies on the 2nd ult. The deceased statesman was born on 21st July, 1827, at Torrecilla de Cameros. After studying as an engineer in Madrid, he practised his profession at Valladolid and Zamora, and when 27 years of age was elected by the people of Zamora to the Constituent Cortes. Two years later, having taken part in the insurrection, he sought refuge in France, and on his return under the general amnesty he became a Professor in the School of Engineers in Madrid, at the same time editing *La Iberia*, the principal organ of the Progressive Party. There was another insurrection in 1866, and Sagasta again fled to France, returning to Spain after the fall of Queen Isabella II. Shortly after he became Minister of the Interior, became a strong supporter of the monarchy, and since then has held various ministerial portfolios. Since 1874, he has been identified with the Liberal Party of Spain, and in 1880 he first became Premier. Spanish politics provides plenty of excitement, and Sagasta had his full share of the ups and downs and intrigues which form no inconsiderable part of the life. His great opponent, Canovas del Castillo, it will be remembered, was assassinated in 1897.

THE VERB 'TO GO.'
A Frenchman just arrived in England, who had been taking English lessons on the voyage from a fellow-passenger, complained much of the difficulty of our grammar, especially of the irregular verbs. "For instance," said he, "ze verb, to go. Did you ever see one such verb?" And with the utmost gravity he read from a sheet of paper:—"I go, thou departest, he clears out, we cut stick, you make trucks, they absquatulate. Mon Dieu! Mon Dieu! What irregular verbs you have in your English language."

THE BIOSCOPE.
An exceedingly good Bioscope entertainment is that which is being given by Mr. T. J. Stevenson at the Theatre Royal. The performance met with general appreciation last night, when a good house attended, and the short season should be a success. The coronation pictures are exceedingly good. Amongst the films of the historic event which are projected on the screen are decorated London, the procession going to and leaving the Abbey, the regalia being borne within the edifice by the clergy, and other excellent scenes. The views of China life are well taken. There are pictures of street incidents in Hongkong, Shanghai, Peking, etc., and a ride down the Peak Tramway. Amongst the general subjects which deserve mention are the voyage across the Atlantic on the *Kronprinz Wilhelm*; the train ride down the St. Gothard Pass, showing the wonderful Alpine scenery; the winning of the grand National and the Derby of last year, and the trick pictures, which are exceedingly clever. The Bioscope is well deserving of patronage.

Mechanical Conservatism.
A veneration for antiquities, says *Tradition and Transmission*, is one of the most marked traits of a highly-civilised race, and is laudable enough in the archaeologist; but when we see it take the form of clinging to mechanical ruins, and in the continued use of balloon, haystack, or vertical engine boilers, which would be in danger of bursting if pressure was raised to 50 lb.; and to engines which were truly wonderful in the time of Watt; then we feel that the charges of industrial decay, brought against us by our foreign rivals, are not without foundation. Mechanical conservatism means deficiency of progress, and its stronghold is in the Black country, where nothing in the shape of feed-heaters, forced draught, superheating, or condensers seemed to have been heard of. The flue gases go straight from the boilers to the stack, and the exhaust steam direct to the atmosphere. All over acres of works are dumped down steam engines of all sizes, fed by hundreds of yards of badly-covered, or totally uncovered, steam piping, so that the engines are driven more by hot water than by steam. Doubtless much of this isolation of small engines is quite unavoidable, and one is not exacting enough to ask that each of these engines should be provided with a condensing plant; but the point is, that while a works has been paying its way, its proprietors have been perfectly contented to preserve the machinery and tools used by their grandfathers.

IT WILL NOT DO.
To fool with a bad cold. No one can tell what the end will be. Pneumonia, catarrh, chronic bronchitis and consumption invariably result from a neglected cold. As a means for the cure of colds, coughs and influenza, nothing can compare with Chamberlain's Cough Remedy. It always cures and cures quickly. For sale by All Dealers. WATSON'S Ltd., General Agents.

THE WEEK OF PRAYER.
The last meeting in connection with the week of prayer takes place to-morrow, from 5.15 to 6.15 p.m. In the rooms of the Hongkong Christian Union at 13 Bonaparte Street. Major Ayerst will preside, and the Venerable Archdeacon Banister will open the subject: "The Ministry of the Gospel: all Pastors, Teachers, and Evangelists; the Blessing of the Almighty upon Missions to the Jews in all lands."

NEW YEAR'S GIFTS.
We are reminded of the advent of the Chinese New Year by more than one annual circumstance. The epidemic of fires, it is true, ceased as suddenly as it set in—a charge of arson has been preferred—; but in the hours of the day devoted to early marketing and shopping the tramping groups of natives bearing their burdens of crackers and of gun-gaws proclaim the near approach of the time of clamour and native carnival. In one sense this proximity is pleasing—the feast will be over the sooner.

AMERICAN SILVER COINAGE.
The report of the directors of the United States Mint says that the coinage of 1,500,000 silver dollars monthly, now required by law, will end soon by the exhaustion of the stock of silver bullion. On the other hand, the gold coinage of the country is now entering almost entirely into storage, and the coinage of the whole of the annual deposits is unnecessary. The report adds that the Treasury holds about \$500,000,000 in coined gold, which is doubtless more than will be called for in a generation, practically all the current gold coinage being deposited in the Treasury in return for certificates. The directors point out that when gold is required for export it is wanted in bars, while for domestic circulation the public prefers Treasury certificates, which, with some modification of the statutes, might as well be issued against bar gold as against coin gold.

JEWS.—Remember, you have the right of challenging any of the jury if you desire to do so. Prisoner.—Right 'ya, guv'nor! I'll fight that little black-whiskered bloke at the end, if he'll step outside.

LOCAL AND GENERAL.

To Our Subscribers.
We regret that last night's issue was late in reaching the majority of our subscribers. This was due to the breakdown of our electric motor. It is hoped there will be no delay to-night.

Pollard's Lilliputians.
We are informed that Pollard's company of juvenile opera singers will open the season in Hongkong on or about the 3rd of next month. They will play here for two weeks only.

Rice-Stealing at Yau-mati.
Two Chinese were charged at the Magistrate's Court, to-day, with stealing two bags of rice containing 100 lbs. of rice from a cargo junk in Yau-mati Bay, on the 8th inst. The case was adjourned until to-morrow for the production of the complainant's tickets.

A Big Gun.
The largest gun ever made in America is being mounted at Sandy Hook for the defence of New York Harbour. The gun, which will cost over £30,000, has a range of 21 miles with a 16in. projectile. The gun will be tested under the direction of leading artillery experts, and the test will be witnessed by the military and naval attaches of all the principal Embassies.

Keep it Short.
A beginner in newspaper work in a southern town, who "sent stuff" to a New York daily, picked up a "big story." He "queried" the telegraph editor: "Goddam story on so and so. Shall I send it?" The reply was prompt, but to the enthusiast, unsatisfactory. "Send six hundred words." "Can't be told in less than twelve hundred," he wired back. The reply came: "Story of creation of world told in six hundred. Try it."

The Verb 'To Go.'
A Frenchman just arrived in England, who had been taking English lessons on the voyage from a fellow-passenger, complained much of the difficulty of our grammar, especially of the irregular verbs. "For instance," said he, "ze verb, to go. Did you ever see one such verb?" And with the utmost gravity he read from a sheet of paper:—"I go, thou departest, he clears out, we cut stick, you make trucks, they absquatulate. Mon Dieu! Mon Dieu! What irregular verbs you have in your English language."

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LOCAL AND GENERAL.

Notes by the Way.
The German Mail of the 10th December was delivered in London on the 7th inst.

Mr. G. T. Walker, a Fellow of Trinity College, Cambridge, has been nominated as the successor to Mr. Elliot, Meteorological Reporter to the Government of India.

Mr. Richard Philipson Dunn-Pattison, B.A., of New College, has been elected a lecturer in history at Magdalen College Oxford. Mr. Dunn-Pattison, who was for some years an officer in the Argyll and Sutherland Highlanders, took a first class in the Final History School in Trinity Term, 1901.

Cricket.
To-morrow Craigengower C.C. will play H.M.S. *Cressy* at the Happy Valley, at 2.15 p.m.

Diocesan Boys' School.
The prize distribution will take place at the Diocesan Boys' School on Thursday next, the 10th inst., at noon. His Honour Sir W. M. Goodman, Chief Justice, will preside.

No Indictment.
Sir Henry S. Berkeley, K.C., exercising his authority as Attorney-General, has declined to file an indictment against Messrs. Leitch and Orange, architects, and Man Wo, contractor, whom the jury sifting the evidence at the Fung Yee East Cattle Inquest, found guilty of manslaughter. Sir Henry's decision was the subject of general talk to-day, and the majority of the comments made were in approval, particularly keeping in view the recent jury finding at the Supreme Court trial of the third collapse case.

Royal Hongkong Yacht Club.
The Committee of the Royal Hongkong Yacht Club has decided that the 5th Club Race will be resailed by the One-Design and 2nd Classes, on the ground that certain boats were materially prejudiced by the mark-beat being near Green Island instead of off Chung Hui, as it should have been according to the instructions for the race. The objection to the race in the 1st Class was withdrawn, so that the result of the original race stands in that Class. The race will be resailed by the One-Design and 2nd Classes on Sunday next, 11th January, Course 28. One-Design to start at 1.30, and 2nd Class at 1.40. The mark-beat will be placed not more than about half-a-mile from the South shore of Chung Hui and in the West of Chung Hui Rock.

The Indian Mint.
There is a report in Calcutta (says the *Madras Mail*) that the Committee appointed to consider the advisability of the establishment of a gold standard for the British dollar in that part of the world and the substitution of a fixed rupee value on the system now employed by India. A correspondent remarks:—"If this is correct, our Indian Mint will lose one of their few remaining outside constituents, and coinage for Eastern requirements may soon become a thing of the past. With the increasing tendency of all Eastern countries to adopt a gold standard, it is somewhat late in the day for the Indian Currency Reform League, recently started in Bombay, to commence an agitation against our present currency system. Were Government to give a tangible proof of their own belief in the present system by the introduction of the suggested exchange guarantee of interest on Government Paper, people would soon dismiss their minds of the idea that another change in the currency system can be brought about."

The Empress-Dowager of China.
The following paragraph is taken from the *L. and C. Express*:—"A series of letters is appearing in the *Ladies' Journal*, *Madame*, under the general heading of 'The First Ladies of the Day.' In the current issue the Right Hon. Lady Jeanne gives us some three or four columns on the Empress of China, which we can only characterise as being very much of a muddle, and as it purports to extend over her life, dates are very sadly wanting. We should not in the ordinary course have noticed the appearance of such an article had it not been that the author has attained some distinction as a writer in the literary world. It behoves her, therefore, to be careful to only write about such subjects as she either knows or thoroughly understands; for we are treated to several very grotesque things, such as 'her adopted son Kwang Su Tung Chi.' We might also point out that the Empress has been a leading figure on the Chinese stage for not three years, but for something over 40 years. Again Lady Jeanne tells us that 'even her bitterest detractors do not accuse her of gross immorality.' Now that is precisely and exactly what the Reform Party in China have in no uncertain terms charged to her. It will be needless, however, to go on to point out other inaccuracies, but people whose names are eminent should certainly be more circumspect in what they give out apparently for the benefit of those who are uninitiated."

Girls who are as silent as pests are good ones to hitch to.

LOCAL AND GENERAL.

The Diocesan School Burglary.
This case will be investigated at the Magistrate's Court to-morrow.

Hockey Competition.
Yesterday, H.M.S. *Ocean* team defeated the Hockey Club 1st team, in the Shield competition, by 5 goals to 1.

Stoning the Police.
The charge against one of the Chinese alleged to have taken part in the Elgin Road affray in which Indian police were stoned, was further adjourned at the Magistrate's Court, to-day, only formal evidence being taken.

Attempted Theft.
A coolie tried to steal a securing bolt from H.M.S. *Ocean*, on board which man-of-war he was employed scraping off the old paint. He was caught in the act by a marine watchman, and at the Magistrate's Court, to-day, he was sent to prison for six weeks.

Cricket.
The following will play for the Hongkong C.C. v. the Navy to-morrow, commencing at 11 a.m.:—R. E. O. Bird, J. T. Dixon, W. Dixon, Lieut. L. A. Fanshawe, R.A., Capt. P. H. Fawcett, R.A., G. O. Heron, Rev. C. H. Hickling, A. Mackenzie, A. G. Ward and two others.

Christmas Golf.
The following results of the Golf played at Penang at Christmas have been received in Singapore:—

| INTER-PORT CHAMPIONSHIP. | |
|--------------------------|-----------------------|
| Penang. | Singapore. |
| D. A. M. Brown 3 | Col. Lawson 0 |
| J. L. Crockett 5 | F. H. Pearce 0 |
| J. F. Greig 5 | Lieut. Walker, R.E. 0 |
| Hon. A. J. Leach 7 | Capt. Barry, A.D.C. 0 |
| Total 20 | Total 0 |

THE WARREN SHIELD.
In this event D. A. M. Brown and A. B. Stephens tied with 85 net.

Civilising Influences on China.

The Rev. T. W. Pearce, L.M.S., writing, after a visit to Canton, in a letter given in the *Chronicle* of the Society, remarks that twenty years ago the spaces available for dwelling-houses on the foreign settlement was not half built over. Now nearly every available site is occupied, and the nucleus of a new settlement has been formed on the Fat side of the Canton river. There now stand, among other European dwelling-houses, the Presbyterian Training College with its memorial church, and an asylum for the insane, the last self-denying effort of the late Dr. Kerr. Many say—and perhaps more think—that the morality of foreigners, their active benevolence, the fair deeds of charity that are the fruit of Christianity, do not impress the Chinese in ways as penetrating and salutary as do certain other aspects of our civilisation. To such persons I would say that when Western religion is interpreted by the life as faithfully as Western civilisation is set forth before the eyes of the Chinese in our steamboats, railways, and buildings, the result is not less complete or far-reaching. The affection, uncounting to reverence, which these uneducated, unevangelised Chinese cherish toward my old friend, Dr. Kerr, points to the marvellous power of a righteous life.

'The Art Journal.'

The *Art Journal* for December opens with Huth's etching of a picture by E. A. Abbey, the painter of the official Coronation Picture. The artist's method is illustrated by a rough sketch on the opposite page. A notable contribution is Mr. Dillon's second article on 'Turner's Last Swiss Drawings.' It deals with the Zug, Zurich and Rigi sketches and drawings, which, as reproduced, are decidedly 'Turner-esque.' Mr. J. Miller writes concerning 'Lady Photographers and their work.' In the department of Photography, here is evidence that the feminine invasion has been successful. It is clear that in photographing children and young girls especially, the leading lady Photographers bring much sympathy and intuition to bear upon their work as to place them in the front rank. 'An absent-minded Beggar' and 'The Age of Precozity' are charming specimens. 'Chip-carving' is a lost art in Britain; but Miss Rock's article on this primitive division of the carving-art will do much to revive interest in it. Here are reproduced some of the last examples from Iceland, Sweden and Norway which should produce sympathetic helpers for the Home Arts and Industries movement. Professor Melani at once gains attention by his appreciation of Domenico Morelli and his work. Modern Italian art was revived by Pallazzi; Morelli popularised the movement and even aroused enthusiasm for it throughout the Peninsula. The six reproductions are ample to show that the recently-deceased Morelli was a painter, a poet, and a thinker whose influence will long be felt for good. Articles on 'Modern Amateurs in Lace,' 'Cosmopolitan Art,' and 'Autumn Exhibitions' serve well to complete a number which itself completes a volume.

THE UNLUCKY BOY.

It is always getting his fingers burnt, his hand cut or his shoulder sprained. His parents should keep a bottle of Chamberlain's Pain Balm in the house. This is a liniment of superior merit. An application gives relief. Try it. For sale by All Dealers; WATSON'S Ltd., General Agents.

LOCAL AND GENERAL.

Rugby Football.
Yesterday's Rugby football match between 'A' team of the Hongkong F. C. and H.M.S. *Albion* was won by the *Albion* by 2 goals to 1 goal 1 try.

New Solicitor.

On the application of Mr. H. E. Pollock, K.C. (instructed by Mr. C. D. Wilkinson), Mr. C. E. Hartnell Beavis, B.A. (Oxon), a Solicitor in the Supreme Court of England, has been admitted to the local practice. Mr. Beavis joins the office of Messrs. Wilkinson and Grist.

U.S. Naval Manoeuvres.

The U.S. squadron in Philippine waters indulged in manoeuvres last month. The first movement undertaken by Admiral Evans was the seizure of Subig Bay. It was assumed for the purposes of the game of war that the fleet was without a base, that it was being closely pursued by a superior fleet, and that it was necessary to seize, fortify and hold a base. Subig mouth of the harbor was chosen for the fortification. The operations appear to have been successful.

Refusing Hire.

The reprehensible spirit of the ricksha coolie who is too tired to work was once again outlined at the Magistrate's Court, this morning, a sergeant in the Royal Garrison Artillery appeared in complaint against the Chinese propeller of a 'risha,' who refused to drive him to the Taikoo sports. It was 2.30 p.m., and defendant's excuse was that he had not his lamp. The sergeant said that as he had his wife with him the coolie's refusal to work occasioned him considerable inconvenience. A fine of \$3, with ten days' imprisonment as the alternative, was imposed.

United States Tariffs.

A New York telegram dated 27th ult. says:—The capitalists in the United States who are interested in the sugar and tobacco industries are protesting vigorously against the proposed reduction of duties on these imports from the Philippines, alleging that to reduce the tariff now in force to twenty-five per cent to the Dingley tariff would work a great hardship to their interests. Strong pressure is being brought to bear to prevent further congressional action. It was stated in Washington to-day that it was improbable that the Senate would pass the bill providing for this reduction which has been recently adopted by the House.

'Mixed' Hockey Undesirable.

Every country village has its club now, and plays matches once or twice a week either against neighbouring lady teams or against composite teams of men and women. But the real lady player looks down—and rightly so—on mixed hockey. In remote country places, however, lack of numbers often makes mixed hockey imperative. But, unlike lawn tennis, it does not really work well. Equality of pace and equality of strength must exist to make a game really well contested, and although one might argue that each side has its quantum of men, the disadvantages are numerous and obvious. For instance, a female line of half-backs are not able to keep up with a forward line of men, or, again, men playing forward with women in the same line must regulate their pace to those women. Consequently, things are badly balanced.

Competitive Gunnery.

Comment is being made in certain quarters (says a Home paper) because Admiral Sir Cyprian Bridge has declined the £50 prize offered by the Hongkong Branch of the Navy League for the encouragement of gunnery. One of our contemporaries commenting on this expresses his opinion that the Admiral was absolutely right in the course he took. Competition for such a prize between different ships in a squadron would inevitably result in the concentration of the best shots in each ship into a 'crack' gun's crew; it would lead to constant practice by one man—the petty officer Grounds of the moment—and to the neglect of that general average of efficient training which is what we require. No comparison can be made with the Bisley system, even if that were ideal, because rifle shooting is the affair of the individual, each member of a team depending on his own success, whereas in naval gunnery it is a question of the combined excellence of the crew. Furthermore, there is no security that the best shot in practice would be the best shot in action. The steady man with iron nerve will make the ideal captain of a turret or gun. It must not be supposed that because we are against the policy of accepting prizes from the outside we therefore support the view that all offer of material advantages to the gunners is undesirable. The Admiralty may well increase the amount of the prize money given. Competition in the same ship is healthy, and competition between different ships in the same squadron is different; but if the competition is to be a squadron competition, you must make the ship the unit, not the gun's crew; and if the competition is to be for the individual ship, you must make the gun's crew and not the single person the unit.

Kissers may be unhealthy, but nothing risked nothing gained.

Shipping.

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SUBJECT TO ALTERATION.

FOR HAVRE, BREMEN AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

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S.S. Nürnberg, Capt. JARBE, 20th January, 1903 Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Würzburg, Capt. v. BINZER, 10th February, 1903 Freight and Passengers.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

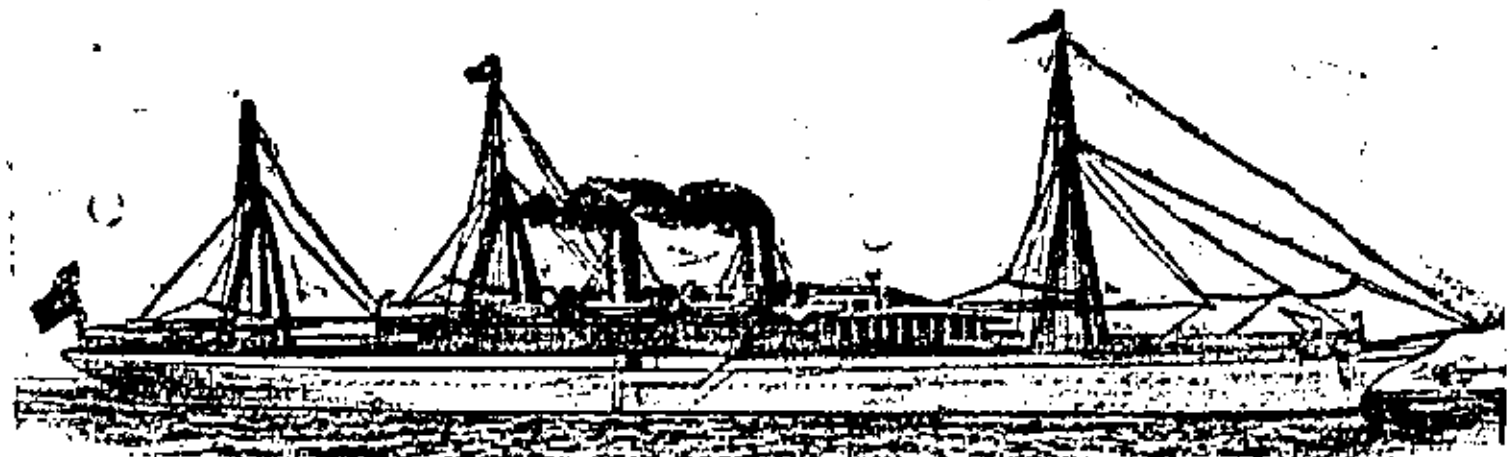
S.S. C. Ferd. Loebe, Capt. FUCHS, 24th February, 1903 Freight.

For further particulars, apply to

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1569

CANADIAN PACIFIC RAILWAY COMPANY'S
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VIA CANADA AND THE UNITED STATES.
Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—PUNCTUALITY.Express Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.
Saving 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

| Ship | Tons | Day | Month |
|-------------------------|------|-----------|---------|
| R.M.S. EMPRESS OF CHINA | 6000 | WEDNESDAY | Jan. 14 |
| R.M.S. EMPRESS OF INDIA | 6000 | WEDNESDAY | Feb. 11 |
| R.M.S. TARTAR | 4425 | WEDNESDAY | Feb. 25 |
| R.M.S. EMPRESS OF JAPAN | 6000 | WEDNESDAY | Mar. 11 |
| R.M.S. EMPRESS OF CHINA | 6000 | WEDNESDAY | Mar. 18 |
| R.M.S. EMPRESS OF INDIA | 6000 | WEDNESDAY | Apr. 1 |
| R.M.S. TARTAR | 4425 | WEDNESDAY | Apr. 22 |
| R.M.S. EMPRESS OF JAPAN | 6000 | WEDNESDAY | May 6 |
| R.M.S. EMPRESS OF CHINA | 6000 | WEDNESDAY | May 13 |
| R.M.S. EMPRESS OF INDIA | 6000 | WEDNESDAY | May 27 |

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and around the WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL FRAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

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Operating in connection with the OREGON RAILROAD & NAVIGATION CO.

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INDRAVELLI 4889 W. E. Craven January 24, 1903

INDRAPURA 4889 A. E. Hollingsworth February 13, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

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Hongkong, 6th January, 1903.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| Steamers | Destinations | Sailing Dates |
|------------------------------|--|-----------------------------------|
| KAWACHI MARU, J. S. THOMPSON | MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID. | SATURDAY, 10th Jan., at Daylight. |
| TOSA MARU, A. CHRISTIANSEN | VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA. | TUESDAY, 13th Jan., at 4 p.m. |
| YAMAGUCHI MARU, S. YOSHIZAWA | KOBE AND YOKOHAMA. | TUESDAY, 13th Jan., at Noon. |
| HAJATA MARU, F. L. SOMMER | NAGASAKI, KOBE AND YOKOHAMA. | TUESDAY, 13th Jan., at Daylight. |
| KASUGA MARU, H. FRASER | NAGASAKI, KOBE AND YOKOHAMA. | FRIDAY, 23rd Jan., at Noon. |
| RINGO MARU, F. DAVIES | MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID. | SATURDAY, 24th Jan., at Daylight. |

Through Passenger Tickets issued to the Principal Cities in the United States, Canada, and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round the World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the option of travelling by the Sanyo Railway. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. Mihara, Manager.

Hongkong, January 6, 1903.

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COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.

MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT

OUTWARDS.

| FROM | STEAMERS | DUE |
|-----------------------|-----------|---------------|
| GLASGOW AND LIVERPOOL | TELMACHUS | 14th January. |
| GLASGOW AND LIVERPOOL | PAKLING | 22nd January. |
| GLASGOW AND LIVERPOOL | DIONED | 28th January. |
| GLASGOW AND LIVERPOOL | CHINGOW | 3rd February. |

HOMEWARDS.

| FOR | STEAMERS | TO SAIL |
|--------|------------|----------------|
| LONDON | ANTENOR | 20th January. |
| LONDON | TELMACHUS | 28th January. |
| LONDON | PROMETHEUS | 17th February. |
| LONDON | DIONED | 3rd March. |

LIVERPOOL BERTH.

| FROM | STEAMERS | DUE |
|-----------|-----------|----------------|
| LIVERPOOL | TELMACHUS | 24th January. |
| LIVERPOOL | DARDANUS | 20th February. |

CONTINENTAL BERTH.

| FROM | STEAMERS | DUE |
|-----------------------------------|----------|---------------|
| MARSEILLES, ANTWERP and AMSTERDAM | ORPAC | 13th January. |

TRANS-PACIFIC SERVICE.

| FOR | STEAMERS | TO SAIL |
|---|----------|---------------|
| VICTORIA, SEATTLE, and TACOMA, & all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA | PAKLING | 24th January. |

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, January 8, 1903.

CHINA NAVIGATION CO., LD.

FOR CEBU AND ILOILO. STEAMER KAIFONG * 15th January.

THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE. TAIYUAN * 20th January.

MANILA. TAIYUAN * 30th January.

KOBE AND YOKOHAMA. TAIYUAN * 21st January.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

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* See Special Advertisement.

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Hongkong, January 9, 1903.

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PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

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PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| Steamers | Sailing Dates |
|----------------|-----------------------------|
| PRINCESS IRENE | WEDNESDAY, 24th Jan., 1903 |
| DARMSTADT | WEDNESDAY, 4th Feb., 1903 |
| STUTTGART | WEDNESDAY, 18th Feb., 1903 |
| PRINCESS | WEDNESDAY, 4th March, 1903 |
| PRINZ HEINRICH | WEDNESDAY, 18th March, 1903 |
| PRINZ | WEDNESDAY, 1st April, 1903 |
| SACHSEN | WEDNESDAY, 15th April, 1903 |
| KIAUSCHOU | WEDNESDAY, 29th April, 1903 |

* Calling at Amsterdam.

ON WEDNESDAY, the 21st day of January, 1903, at Noon, the Steamship PRINCESS IRENE, of the Norddeutscher Lloyd, Captain G. DANNEHANS, calling at Naples and Genoa.

Shipping Orders will be granted till Noon, on Monday, the 19th January, Cargo and Specie will be received on Board until 5 p.m. on Tuesday, the 20th Jan., and Parcels will be received at the Agency's Office until Noon on Tuesday, the 20th Jan.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardsess.

Linen can be washed on board.

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FOR VICTORIA, B.C., AND TACOMA

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Steamers marked (*) have no passenger accommodation.

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

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Through Bills of Lading issued to PACIFIC COAST PORTS and to the Principal Cities in the United States and Canada.

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Hongkong, January 8, 1903.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

named:—

VIA SHANGHAI, MOJI AND KOBE, Capt. W. HAYWARD, R.N.R. About 13th January.

VIA SHANGHAI, MOJI AND KOBE, Capt. E. P. MARTIN, R.N.R. About 13th January.

SHANGHAI, Capt. C. D. BENNETT, R.N.R. 17th January.

LONDON, &c., Capt. F. SUMNER, R.N.R. Noon, 17th Jan.

LONDON & ANTWERP, Via SINGAPORE, PANG, Cebu, Port Canton, C. F. LOCKSTON, R.N.R. Noon, 21st Jan.

SAID & MARSEILLES, Via SINGAPORE & BOMBAY, Capt. C. R. LONDON, R.N.R. About 24th Jan.

VIA COLOMBO, Capt. C. R. LONDON, R.N.R. About 24th Jan.

PASSENGER SEASON, 1903.

For MARSEILLES, PLYMOUTH and LONDON Direct, Malla, 6,064 Tons, 28th March.

Without Transshipment.

* See Special Advertisement.

* For Freight only.

* Calling at Penang if sufficient inducement offers.

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HONGKONG—MANILA.

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Hongkong, January 9, 1903.

OSAKA SHOSEN KAISHA.

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FOR TAMSUI Via SWATOW AND AMOY.

FOOCHOW, Via SWATOW AND AMOY.

AMOI, Via SWATOW AND AMOY.

ANPING, Via SWATOW AND AMOY.

DAIJI MARU, SUNDAY, 11th January.

ANPING MARU, WEDNESDAY, 14th January.

DAIJI MARU, SUNDAY, 18th January.

T. OATA, SUNDAY, 18th January.

MAIDZU MARU, WEDNESDAY, 21st January.

T. SAITO, WEDNESDAY, 21st January.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified Doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest at Lloyd's.

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T. ARIMA, MANAGER.

Hongkong, January 9, 1903.

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Average length of voyage to Sydney 20 DAYS.

Saloon passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

"TAIYUAN" leaves on 20th Jan.

"TSINAN" " " 16th Feb.

"CHANGSHA" " " 7th Mar.

"CHINGTU" " " 4th April.

Superior accommodation amidships—Electric Light throughout—Fitted with Refrigerators which ensure a fresh supply of ice and provisions during the entire voyage—Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LD.

Hongkong, January 3, 1903.

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THE Company's well-known Steamship ROHILLA MARU, 3889 Tons, Captain E. P. BUNOP, will be despatched for MANILA on SATURDAY, the 10th January, at Noon. To be followed by Rosetta Maru on

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivaled Speed. Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents,

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STEAM FOR ODESSA.

Taking Cargo for COLOMBO, BOMBAY and PORT SAID.

THE Russian Steamer HERMANN LERCHE, Captain RUTENFELT, will leave for the above places on SUNDAY, the 11th Inst., at Noon.

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Hongkong, January 8, 1903.

STEAM FOR SHANGHAI.

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SANDER, WIELER & Co., Agents.

Hongkong, January 5, 1903.

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Hongkong, January 5, 1903.

Shipping.

IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship DARMSTADT, of the Norddeutscher Lloyd, Captain G. MEINERS due here with the outward German Mail about SUNDAY, the 11th Inst., will leave for the above places about 24 hours after arrival.

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Hongkong, January 7, 1903.

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Having connection with Company's Mail Steamers to ALEX, SUEZ, PORT SAID, MESSINA, NAPLES, LEOHORN and GENOA; also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

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THE Steamship ISCHIA, Captain MUZZO, will be despatched as above on TUESDAY, the 13th Inst., at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, January 7, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS

SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship SALAZIE, Captain AUBERT, will be despatched for the above ports on or about WEDNESDAY, the 14th January.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, January 8, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FRIDAY, JANUARY 9, 1933.

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|---------------------|----------------|
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| Mr Daniel Jaffé | Mr G. G. M. G. |
| Commander F. W. | Mr Lewis C. |
| Deau | Mr E. P. Sh. |
| Mr Deau | Mr W. Stapa |
| Mr Aubury Fair | Mr Templeton |
| Mr A. Guttman | Mr H. B. To |
| Mrs Haynes | Mr N. S. P. |
| Mr Charles W. Mar- | ham |
| shall | Mrs S. Wessons |
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| Miss Anderson | Harvey |
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| Mr and Mrs G. | H. Liout & Me |
| Deau | Lambelle |
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cures quickly. For sale by All Dear
WATKINS Ltd., General Agents.

Hongkong Register.

| | Previous day at 4 p.m. | On date 10 a.m. | On date 4 p.m. |
|------------------------|------------------------------|--------------------|-------------------|
| Barometre | 30.37 | 30.35 | 30.36 |
| Temperature | 56 | 58 | 60 |
| Humidity | 39 | 60 | 61 |
| Direction of Wind } | E | E | E |
| Force } | 3 | 3 | 4 |
| Weather | 0 | 0 | 0 |
| Rain | | | |

Highest open air temperature on the 7th

Lowest open air temperature on the 7th

F. G. FIGG, Acting Director.

Hongkong Observatory, Jan 8, 1903

| Sailing Vessels. | | | | | | | | | | |
|------------------|---|---|------------|-------|---------|----------|------|------|----|----------------------|
| Daylight | 2 | c | Reade | | B. | 4-m. bk. | 3600 | Oct. | 31 | Standard Oil Co. |
| Drumhutton | 2 | k | Thomas | | British | sh. | 1773 | Dec. | 19 | Standard Oil Co. |
| Ernie J. Ray | 2 | k | Carson | | Amer. | bge. | 917 | Dec. | 18 | Sander, Wieler & Co. |
| Grosvenor | 2 | k | Boga | | Brit. | bge. | 516 | June | 13 | Orier |
| J. H. Lunsmann | 2 | c | Johnsen | | Amer. | sh. | 9060 | Dec. | 16 | Orier |
| Lehair | 2 | c | Schiaffino | | Ital. | bge. | 794 | Dec. | 4 | Orlowski & Co. |

| at 6 p.m., and may be expected here on or about Sunday, the 11th Jan., at 6 a.m. | | Hongkong rides. | | The Tide Table given below has been compiled by the Nautical Almanac Office in London, and is the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-88. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---------|--|---------|---|--|------------|--|-------|---------|-------|---------|---------|---------|---------|------|----|-------|-------|------|----|-------|-------|------|---|-------|-------|------|---|------|-------|-----|---|-------|------|-----|---|-------|-------|-----|---|-------|-------|-----|---|-------|-------|-----|---|------|-------|-----|---|-------|-------|-----|---|-------|-------|-----|----|-------|------|-----|----|-------|-------|-----|----|-------|-------|-----|---|------|-------|-----|---|-------|-------|-----|---|-------|-------|-----|---|-------|------|-----|---|-------|-------|-----|---|------|-------|-----|---|-------|-------|-----|---|-------|-------|-----|---|-------|-------|-----|----|-------|-------|-----|----|-------|------|-----|----|------|-------|-----|---|--|-------|-------|----|---|--------|-------|----|---|----------|-------|----|----|-------|-------|----|----|--------|-------|----|----|----------|-------|----|----|-----------|-------|----|----|-----|-------|----|----|-------|-------|----|---|----------|--|--|--|--------|-------|----|----|--------|-----|----|---|-------|--|--|--|----------|-------|----|---|------|-------|----|---|------|-------|----|---|-------------|---|--|--|
| The O. & C. Co.'s s.s. <i>Empress of India</i> left for Vancouver on Monday afternoon, the 29th Dec., for Hongkong, via the usual Ports of Call. | | The sets of the tide in Low Water Ordinary Spring Tides, which has been found to be 2 feet below mean sea level. | | To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 5 ft. 7 in. to the gauge at Low Water Ordinary, add 12 ft. 9 in. to the height given in the table. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| The O. & C. Co.'s s.s. <i>Coptic</i> left for San Francisco for this port on January 3. | | 10th to 16th January. | | 9th January.—at 10 A.M. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| The M. M. Co.'s s.s. <i>Myra</i> left for Yokohama on 8th January, for Hongkong, via usual ports of call. | | <table border="1"> <thead> <tr> <th colspan="2">High Water.</th><th colspan="2">Low Water.</th></tr> <tr> <th>Time.</th><th>Height.</th><th>Time.</th><th>Height.</th></tr> </thead> <tbody> <tr> <td>Jan. 10</td><td>10 m 22</td><td>11 m 19</td><td>0 34</td></tr> <tr> <td>11</td><td>10 33</td><td>12 28</td><td>0 41</td></tr> <tr> <td>12</td><td>10 44</td><td>13 37</td><td>0 48</td></tr> <tr> <td>1</td><td>10 55</td><td>14 46</td><td>0 55</td></tr> <tr> <td>2</td><td>11 6</td><td>15 55</td><td>1 0</td></tr> <tr> <td>3</td><td>11 17</td><td>17 4</td><td>1 1</td></tr> <tr> <td>4</td><td>11 28</td><td>18 13</td><td>1 2</td></tr> <tr> <td>5</td><td>11 39</td><td>19 22</td><td>1 3</td></tr> <tr> <td>6</td><td>11 50</td><td>20 31</td><td>1 4</td></tr> <tr> <td>7</td><td>12 1</td><td>21 40</td><td>1 5</td></tr> <tr> <td>8</td><td>12 12</td><td>22 49</td><td>2 0</td></tr> <tr> <td>9</td><td>12 23</td><td>23 58</td><td>2 1</td></tr> <tr> <td>10</td><td>12 34</td><td>25 7</td><td>2 2</td></tr> <tr> <td>11</td><td>12 45</td><td>26 16</td><td>2 3</td></tr> <tr> <td>12</td><td>12 56</td><td>27 25</td><td>2 4</td></tr> <tr> <td>1</td><td>13 7</td><td>28 34</td><td>2 5</td></tr> <tr> <td>2</td><td>13 18</td><td>29 43</td><td>3 0</td></tr> <tr> <td>3</td><td>13 29</td><td>30 52</td><td>3 1</td></tr> <tr> <td>4</td><td>13 40</td><td>32 1</td><td>3 2</td></tr> <tr> <td>5</td><td>13 51</td><td>33 10</td><td>3 3</td></tr> <tr> <td>6</td><td>14 2</td><td>34 19</td><td>3 4</td></tr> <tr> <td>7</td><td>14 13</td><td>35 28</td><td>3 5</td></tr> <tr> <td>8</td><td>14 24</td><td>36 37</td><td>4 0</td></tr> <tr> <td>9</td><td>14 35</td><td>37 46</td><td>4 1</td></tr> <tr> <td>10</td><td>14 46</td><td>38 55</td><td>4 2</td></tr> <tr> <td>11</td><td>14 57</td><td>40 4</td><td>4 3</td></tr> <tr> <td>12</td><td>15 8</td><td>41 13</td><td>4 4</td></tr> </tbody> </table> | | High Water. | | Low Water. | | Time. | Height. | Time. | Height. | Jan. 10 | 10 m 22 | 11 m 19 | 0 34 | 11 | 10 33 | 12 28 | 0 41 | 12 | 10 44 | 13 37 | 0 48 | 1 | 10 55 | 14 46 | 0 55 | 2 | 11 6 | 15 55 | 1 0 | 3 | 11 17 | 17 4 | 1 1 | 4 | 11 28 | 18 13 | 1 2 | 5 | 11 39 | 19 22 | 1 3 | 6 | 11 50 | 20 31 | 1 4 | 7 | 12 1 | 21 40 | 1 5 | 8 | 12 12 | 22 49 | 2 0 | 9 | 12 23 | 23 58 | 2 1 | 10 | 12 34 | 25 7 | 2 2 | 11 | 12 45 | 26 16 | 2 3 | 12 | 12 56 | 27 25 | 2 4 | 1 | 13 7 | 28 34 | 2 5 | 2 | 13 18 | 29 43 | 3 0 | 3 | 13 29 | 30 52 | 3 1 | 4 | 13 40 | 32 1 | 3 2 | 5 | 13 51 | 33 10 | 3 3 | 6 | 14 2 | 34 19 | 3 4 | 7 | 14 13 | 35 28 | 3 5 | 8 | 14 24 | 36 37 | 4 0 | 9 | 14 35 | 37 46 | 4 1 | 10 | 14 46 | 38 55 | 4 2 | 11 | 14 57 | 40 4 | 4 3 | 12 | 15 8 | 41 13 | 4 4 | <table border="1"> <tbody> <tr><td>Wotok</td><td>30.26</td><td>48</td><td>8</td></tr> <tr><td>Nemuro</td><td>30.35</td><td>74</td><td>8</td></tr> <tr><td>Kadokute</td><td>30.32</td><td>60</td><td>SE</td></tr> <tr><td>Koshi</td><td>30.31</td><td>60</td><td>SE</td></tr> <tr><td>Canton</td><td>30.21</td><td>60</td><td>SE</td></tr> <tr><td>Hongkang</td><td>30.21</td><td>61</td><td>SE</td></tr> <tr><td>Set. Peng</td><td>30.19</td><td>58</td><td>SE</td></tr> <tr><td>Gap</td><td>30.19</td><td>58</td><td>SE</td></tr> <tr><td>Macao</td><td>30.22</td><td>58</td><td>N</td></tr> <tr><td>Haijhung</td><td></td><td></td><td></td></tr> <tr><td>Manila</td><td>30.00</td><td>81</td><td>SE</td></tr> <tr><td>Malato</td><td>3 p</td><td>62</td><td>E</td></tr> <tr><td>Basel</td><td></td><td></td><td></td></tr> <tr><td>Yokohama</td><td>29.99</td><td>79</td><td>N</td></tr> <tr><td>Hobu</td><td>29.99</td><td>79</td><td>N</td></tr> <tr><td>Cebu</td><td>29.99</td><td>79</td><td>N</td></tr> <tr><td>C. S. James</td><td>4</td><td></td><td></td></tr> </tbody> </table> | | Wotok | 30.26 | 48 | 8 | Nemuro | 30.35 | 74 | 8 | Kadokute | 30.32 | 60 | SE | Koshi | 30.31 | 60 | SE | Canton | 30.21 | 60 | SE | Hongkang | 30.21 | 61 | SE | Set. Peng | 30.19 | 58 | SE | Gap | 30.19 | 58 | SE | Macao | 30.22 | 58 | N | Haijhung | | | | Manila | 30.00 | 81 | SE | Malato | 3 p | 62 | E | Basel | | | | Yokohama | 29.99 | 79 | N | Hobu | 29.99 | 79 | N | Cebu | 29.99 | 79 | N | C. S. James | 4 | | |
| High Water. | | Low Water. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Time. | Height. | Time. | Height. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 10 | 10 m 22 | 11 m 19 | 0 34 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 | 10 33 | 12 28 | 0 41 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | 10 44 | 13 37 | 0 48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 10 55 | 14 46 | 0 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 11 6 | 15 55 | 1 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 11 17 | 17 4 | 1 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 11 28 | 18 13 | 1 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 11 39 | 19 22 | 1 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 11 50 | 20 31 | 1 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 12 1 | 21 40 | 1 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | 12 12 | 22 49 | 2 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | 12 23 | 23 58 | 2 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | 12 34 | 25 7 | 2 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 | 12 45 | 26 16 | 2 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | 12 56 | 27 25 | 2 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 13 7 | 28 34 | 2 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 13 18 | 29 43 | 3 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 13 29 | 30 52 | 3 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 13 40 | 32 1 | 3 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 13 51 | 33 10 | 3 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 14 2 | 34 19 | 3 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 14 13 | 35 28 | 3 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | 14 24 | 36 37 | 4 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | 14 35 | 37 46 | 4 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | 14 46 | 38 55 | 4 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 | 14 57 | 40 4 | 4 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | 15 8 | 41 13 | 4 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wotok | 30.26 | 48 | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Nemuro | 30.35 | 74 | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Kadokute | 30.32 | 60 | SE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Koshi | 30.31 | 60 | SE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Canton | 30.21 | 60 | SE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hongkang | 30.21 | 61 | SE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Set. Peng | 30.19 | 58 | SE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Gap | 30.19 | 58 | SE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Macao | 30.22 | 58 | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Haijhung | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Manila | 30.00 | 81 | SE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Malato | 3 p | 62 | E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Basel | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Yokohama | 29.99 | 79 | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hobu | 29.99 | 79 | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cebu | 29.99 | 79 | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C. S. James | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| The M. M. Co.'s s.s. <i>Saizui</i> , with the next French Mail of the 12th Dec., departs on Thursday, the 8th January at 2 p.m., and may be expected here on or about Thursday, the 15th January. This Packet brings replies to letters despatched from Hongkong on 15th Nov. | | The Imperial German Mail s.s. <i>Kiutschow</i> , which left here on the 10th December, arrived at Genoa on Tuesday morning, the 6th Jan. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | |
|--|-------------------------------------|-----------|--|--|--|
| via Manila, and expected to arrive on the 16th January. | Orediti, 4 months' sight, ... | 202 | | | |
| The P. & O. Co.'s s.s. <i>Bunce</i> left Singapore for this port on the 6th January, at 4 m. | On Berlin ... | 161 1/2 | | | |
| The P. & O. Co.'s s.s. <i>Ceylon</i> left Singapore for this port on the 6th January, at 8 a.m. | To New York ... | 36 1/2 | | | |
| The Austrian Lloyd's s.s. <i>Tiro</i> left Singapore for this port on the morning of the 4th January. | On demand, ... | 39 1/2 | | | |
| The United States Mail Co.'s s.s. <i>Pleiadés</i> sailed from Victoria, B.C., for Yokohama and the usual ports on the 4th Dec. | Credits, 60 days' sight, ... | 39 1/2 | | | |
| The N. A. Co.'s s.s. <i>Duke of York</i> sailed for Yokohama, and the usual ports on 25th Dec. | On Bombay ... | 117 1/2 | | | |
| The Boston Steamship Co.'s s.s. <i>Shamout</i> sailed from Victoria, B.C., for Yokohama, on 24th Dec. | Wiro ... | 117 1/2 | | | |
| The P. & A. S. Co.'s steamer <i>Indra</i> sailed left Yokohama on Monday afternoon, the 5th January, for Portland, Oregon. | On demand, ... | 117 1/2 | | | |
| | Calcutta ... | 117 1/2 | | | |
| | Wiro ... | 117 1/2 | | | |
| | On demand, ... | 117 1/2 | | | |
| | Wiro ... | 1 1/2 pm. | | | |
| | On demand, ... | 72 1/2 | | | |
| | 30 days' sight, (private paper) ... | 73 1/2 | | | |
| | On demand, ... | 76 1/2 | | | |
| | 100 days, 100 m. (per bank) ... | 86.50 | | | |
| | 3 months' sight, (per bank) ... | 91.62 | | | |
| | Silver (per oz.) ... | 92.17 | | | |

| | | | | |
|-------------|-------|----|----|---|
| Feb | 30.06 | 78 | NE | 2 |
| Octo | 30.07 | 78 | N | 3 |
| C. S. James | 10a. | | | |

F. G. Fong, Acting Director
Hongkong Observatory, Jan. 9, 1902

1. BAROMETRICAL, reduced to 32° degrees Fahrenheit and to the level of the sea in inches, fathoms, and miles.

2. TEMPERATURE, in the shade, in degrees Fahrenheit.

3. HUMIDITY, in percentage of saturation, the wet-bulb thermometer, according to the following scale.

4. DIRECTION OF WIND, in compass points.

5. FORCE OF WIND, according to the following scale.

6. STATE OF SKY, in blue sky, or detached clouds, or drizzle, or fog, or gloom, or light drizzle, or overcast, or passing showers, or squally, rain, or sleet, or snow, or hail, or dew, &c.

NOTE: In inches, fathoms, and miles.

These lists, but if we don't fly it we'll be left behind.

CONFIDENTIAL is a jewel that is easy to swap for success.

| <i>Destination.</i> | <i>Vessels.</i> | <i>Agents.</i> | <i>Date of Leaving.</i> |
|----------------------------|----------------------|-------------------------|-------------------------|
| Australian Ports | Taiyuan (s) | Butterfield & Swire | January 20. |
| Australian Ports | Tsinan (s) | Butterfield & Swire | February 16. |
| Bremen, &c. | Prinzess Irene (s) | Melchem & Co. | Jan. 21, at Noon. |
| Bremen, &c. | Darmstadt (s) | Malahers & Co. | Feb. 4, at Noon. |
| Havre and Hamburg. | Nurnberg (s) | Hamburg-Am'ka Line | January 20. |
| Havre and Hamburg. | Silesia (s) | Hamburg-Am'ka Line | Jan. 18. |
| Havre and Hamburg. | Carlsruhe (s) | Hamburg-Am'ka Line | February 10. |
| H. & P. and Yokohama. | Tsinan (s) | Butterfield & Swire. | January 21. |
| London | Antenor (s) | Butterfield & Swire. | January 20. |
| London | Prothemus (s) | Butterfield & Swire. | February 17. |
| London, &c. | Ballharat (s) | P. & O. S. N. Co. | Jan. 21, at noon. |
| L'lon & Antwerp, &c. | Carlsruhe (s) | P. & O. S. N. Co. | Jan. 21, at noon. |
| Manila | Robilla Maru (s) | Mitsui Bussan Kaisha | Jan. 10, at noon. |
| Manila | Rubi (s) | Shewan, Tomes & Co. | Jan. 16, at noon. |
| Manila | Zafro (s) | Shewan, Tomes & Co. | Jan. 23, at noon. |
| Manila | Loongsong (s) | Jardine, Matheson & Co. | Jan. 14, at noon. |
| Marcellus via Saigon | Leos (s) | P. & O. S. N. Co. | Jan. 17, at p.m. |
| Marcellus, London, &c. | Wachuan Maru (s). | Nippon Yusen Kaisha | Jan. 10, on Daylight. |
| Marcellus, Antwerp &c. | Opack (s) | Butterfield & Swire | January 16. |
| Moji, Kobe & Y'ma. | Yamaguchi Maru (s). | Nippon Yusen Kaisha | Jan. 13, at noon. |
| Nagasaki, Kobe, &c. | Haketa Maru (s) | Nippon Yusen Kaisha | Jan. 13, Daylight. |
| New York, Suva, Canal | Trinidad (s) | Jardine, Matheson & Co. | About Feb. 10. |
| Shanghai. | Cromandel (s) | P. & O. S. N. Co. | January 17. |
| S. hai, N. hai, Kobe, Y'ma | Salazie (s) | Messageries Maritimes | About Jan. 14. |
| S. hai and Portland, &c. | Indravelli (s) | Portland & A. S. Co. | January 14. |
| S. hai and Portland, &c. | Indrapura (s) | Portland & A. S. Co. | Jan. 15. |
| S. tow, Amoy & Tamsui. | Daijii Maru (s) | Oosaka Shosen Kaisha | January 21. |
| S. tow, Amoy & F'chow. | Danjing Maru (s) | Oosaka Shosen Kaisha | January 14. |
| S. tow, Amoy & Tamsui. | Daipi Maru (s) | Oosaka Shosen Kaisha | January 18. |
| S. tow, Amoy & Tamsui. | Daigi Maru (s) | Oosaka Shosen Kaisha | January 11. |
| Vancouver (B.O.), &c. | Empress of China(s) | Nippon Yusen Kaisha | Jan. 17, at 4 p.m. |
| Vancouver (B.O.), &c. | Empress of India (s) | Canadian P'fic R. Co. | February 11. |
| Vancouver (B.O.), &c. | Tartar (s) | Canadian P'fic R. Co. | February 25. |
| Victoria via Japan, &c. | Peking (s) | Butterfield & Swire | January 24. |
| Victoria, B.C., Seattle | Olympia (s) | Dodwell & Co. Limited | January 17. |
| Yeddo, B.C., Seattle | Ten Maru (s) | Butterfield & Swire | Jan. 17, at 4 p.m. |
| Y'ma, S. hai, Moji, Kobe | Ceylon (s) | P. & O. S. N. Co. | About Jan. 13. |
| Y'ma, S. hai, Moji, Kobe | Banca (s) | P. & O. S. N. Co. | About Jan. 13. |

JANUARY 9, 1963

| Stocks. | No. of Shares. | Yabu. | Paid up. | Closing Quotations, Cash. |
|---|----------------|-------|----------|----------------------------|
| BANKS. | | | | |
| Hongkong and Shanghai Bank Corp. | 80,000 | \$ | 123 | all |
| National Bank of China, Limited... | 19,970 | £ | 10 | £ 8 3/4 |
| | 29,955 | £ | 10 | £ 8 3/4 |
| Do. Founders' shares | 750 | £ | 1 | £ 1 3/10, sellers |
| MARINE INSURANCES. | | | | |
| Canton Insurance Office Co., Ltd... | 10,000 | \$ | 250 | \$0 2167, sellers |
| China Traders' Insurance Co., Ltd... | 10,000 | £ | 83.83 | 25 |
| North China Insurance Co., Ltd... | 5,000 | £ | 100 | £ 25 |
| Straits Insurance Co., Ltd... | 30,000 | £ | 200 | £ 21, nominal |
| Union Insurance Society, Ltd... | 10,000 | £ | 250 | £ 10 |
| Yankee Insurance Association, Ltd... | 8,000 | £ | 100 | £ 60 |
| FIRE INSURANCES. | | | | |
| China Fire Insurance Co., Ltd... | 20,000 | \$ | 100 | \$0 885, buyers |
| Hongkong Fire Insurance Co., Ltd... | 8,000 | \$ | 250 | \$0 3327, sellers |
| DOCKS, ETC. | | | | |
| Hkong & Whampoa Dock Co. Ltd... | 50,000 | \$ | 60 | all |
| Geo. Fenwick & Co., Limited... | 4,000 | £ | 25 | £ 25 |
| New Amoy Dock Co., Ltd... | 5,000 | £ | 60 | £ 40 |
| S. C. Farman, Hill & Co., Ltd... | 55,700 | Tls. | 100 | Tls 100 |
| WAREHOUSES, ETC. | | | | |
| China and Manik S. S. Co., Ltd... | 20,000 | \$ | 60 | \$0 595, buyers |
| Thos. Breamish Ship Co., Limited... | 10,000 | \$ | 50 | \$0 25 |
| Indo-China S. N. Company, Limited | 60,000 | £ | 10 | £ 10 |
| Star Ferry Company, Ltd... | 10,000 | £ | 10 | £ 10 |
| Shell Transport & Trading Co., Ltd... | 200,000 | £ | 10 | £ 10 |
| Shanghai Tea Boat Co., Ltd... | 2,000 | Tls. | 100 | Tls 100 |
| Taiwan Tea Boat Co., Ltd... | 8,000 | Tls. | 50 | Tls 50 |
| Shanghai Cargo Boat Co., Ltd... | 6,000 | Tls. | 100 | Tls 100 |
| Co-operative Cargo Boat Co., Ltd... | 3,000 | Tls. | 100 | Tls 100 |
| REFINERIES. | | | | |
| China Sugar Company, Limited... | 20,000 | \$ | 100 | \$0 883, buyers |
| Iuzon Sugar Company, Limited... | 7,000 | \$ | 100 | \$0 812, sales |
| Perak Sugar Cultivation Co., Ltd... | 7,000 | Tls. | 60 | Tls 60 |
| WHEAT. | | | | |
| H.K. & Kow. Wheat & Godown Co. | 30,000 | £ | 50 | all |
| Shanghai and Hongkong Wharf Co. | 20,100 | Tls. | 100 | Tls 100 |
| LAND AND BUILDING. | | | | |
| Hongkong Land Investment and Agency Company, Limited... | 50,000 | \$ | 100 | \$0 100 |
| Shanghai Land Investment Co., Ltd... | 39,000 | Tls. | 50 | Tls 50 |
| Kowloon Land and Building Company | 6,000 | £ | 50 | £ 30 |
| Wei-hei-wei Land & Building Co., Ltd... | 3,764 | Tls. | 25 | Tls 25 |
| Hongkong Real Estate & Finance Co., Ltd... | 100,000 | £ | 10 | all |
| West Point Building Co., Limited... | 12,500 | £ | 50 | £ 50 |
| TRAMWAYS. | | | | |
| H.K. High-Level Tramways Co., Ltd... | 1,250 | \$ | 100 | all |
| MIXING. | | | | |
| Johns Mining & Trading Co., Ltd... | 60,000 | \$ | 5 | \$0 111, sellers |
| New Fungim Mining Co., Ltd... | 60,000 | \$ | 10 | \$0 22, buyers |
| Preference shares. | 30,000 | \$ | 1 | \$0 75 cents, sellers |
| Société Française des Charbons | 16,000 | Fcs. | 250 | \$0 800, sellers |
| Ngages du Tonkin. | 200,000 | £ | 1 | £ 18/10 |
| Raub Aust. Gold Mining Co., Ltd... | 12,000 | \$ | 50 | \$0 111, buyers |
| Preference shares. | 7,000 | \$ | 50 | \$0 374, sellers |
| Astor House Hotel Ltd. (Tientsin) | 2,000 | Tls. | 50 | Tls 50 |
| Astor House Hotel Co., Ltd. (Shanghai) | 30,000 | \$ | 25 | \$0 324, sales |
| A. S. Watson & Co., Limited... | 60,000 | \$ | 10 | \$0 114, sellers |
| Watkins Limited... | 10,000 | \$ | 10 | \$0 88, sellers |
| LODGING. | | | | |
| H.K. and China Gas Co., Limited... | 7,000 | £ | 10 | £ 10 |
| Shanghai Gas Company, Ltd... | 30,000 | Tls. | 50 | Tls 50 |
| New Electricities 'New' 'New' 'New'... | 30,000 | \$ | 10 | \$0 113.10, sales & buyers |
| Green Island Cement Co., Ltd... | 50,000 | £ | 10 | £ 10 |
| MISCELLANEOUS. | | | | |
| Merula Investment Co., Ltd... | 20,000 | \$ | 50 | \$0 114 |
| Ball Asbestos Eastern Agency, Ltd... | 8,604 | £ | 12/6 | £ 12/6 |
| United Asbestos Oriental Agency, Ltd... | 10,000 | £ | 10 | £ 10 |
| Hongkong Bakery Company, Ltd... | 10,000 | £ | 10 | £ 10 |
| H.K. Sincere Cold Storage Co., Ltd... | 7,000 | £ | 10 | £ 10 |
| Hongkong Dairy Farm Co., Ltd... | 10,000 | £ | 7/4 | £ 11, sellers |
| Hongkong Ice Company, Limited... | 5,000 | £ | 25 | £ 25 |
| Shanghai Waterworks Co., Ltd... | 7,200 | £ | 20 | £ 20 |
| Tobacco Planting Company, Ltd... | 10,000 | £ | 5 | £ 5 |
| Hongkong Cotton Spinning Co., Ltd... | 10,000 | £ | 10 | £ 10 |
| Euro Cotton Spinning and Weaving Co., Ltd... | 17,500 | Tls. | 0 | Tls 100 |
| International Cotton Manufacturing Co., Ltd... | 10,000 | Tls. | 75 | Tls 75 |
| Loose Raw Cotton Spinning and Weaving Co., Ltd... | 8,000 | Tls. | 100 | Tls 100 |
| Soy Chee Cotton Spinning Co., Ltd... | 2,000 | Tls. | 100 | Tls 100 |
| China Provident Loan Mortgage Co., Ltd... | 50,000 | £ | 10 | £ 10 |
| China Service Company, Ltd... | 7,500 | £ | 25 | £ 25 |
| Universal Trading Co., Ltd... | 20,000 | £ | 20 | £ 20 |
| Robinson Piano Co., Ltd... | 4,000 | £ | 50 | £ 50 |
| Campbell, Moore & Co., Limited | 1,200 | £ | 10 | £ 10 |
| Wm. Powell, Limited... | 12,000 | £ | 10 | £ 10 |
| TOBACCO. | | | | |
| Philippine Tobacco Trading Co., Ltd... | 20,000 | \$ | 50 | \$0 330, sellers |
| A. Lampra Limited... | 200 | \$ | 50 | \$0 100, sellers |

| LOANS. | Amount. | Value. | Interest. | Quotation. |
|---|-------------|------------------|------------|------------|
| Chinese Imperial 1886 £Tls. | 767,200Tls. | 250 7 % p. annum | 10 % prem. | |
| VERNON and SMYTH <i>Share-brokers</i> | | | | |
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